OUR JOBBING DEPARTMENT

HAVING been REPLENISHED with a large assortment of the latest EUROPEAN and AMERICAN NOVELTIES, we are prepared to execute orders for FANCY WORK with neatness and despatch, and at very moderate rates.

'CHINA MAIL' OFFICE.

The China Mail.

Established February, 1845.

THE 'HONGKONG CHINESE MAIL.'
香港華字日報
(Hongkong Wa Tsz Yat Po.)
ISSUED DAILY.

CHUN UN MAN,
Manager and Publisher.

SUBSCRIPTION:
Five Dollars a year, deliverable in Hongkong. Outports, $11.40 per annum, including postage.

VOL. XLX. No. 9668. 英一千八百九十四年二月五號 HONGKONG, MONDAY, FEBRUARY 5, 1894. 癸巳年十二月三十日 PRICE, $2 PER MONTH.

AGENTS FOR THE *CHINA MAIL.*

LONDON:—F. ALGAR, 11 & 12, *Clement's Lane, Lombard Street*, E.C. GEORGE STREET & Co., 30, *Cornhill.* GORDON & GOTCH, *Ludgate Circus*, E.C. BATES HENDY & Co., 37, *Walbrook*, E.C. SAMUEL DEACON & Co., 150 & 154, *Leadenhall Street.* W. M. WILLS, 151, *Cannon Street*, E.C. ROBERT WATSON, 150 *Fleet Street.*

PARIS AND EUROPE:—AMEDEE PRINCE, 36, *Rue Lafayette Paris.*

NEW YORK:—J. STEWART HAPPER, THE CHINESE EVANGELIST OFFICE, 52, *West 22d Street.*

SAN FRANCISCO and American Ports generally:—BEAN & BLACK, *San Francisco.*

AUSTRALIA, TASMANIA, AND NEW ZEALAND:—GORDON & GOTCH, *Melbourne and Sydney.*

CEYLON:—W. M. SMITH & Co., THE APOTHECARIES Co., *Colombo.*

SINGAPORE, STRAITS, &c.:—KELLY & WALSH, LTD., *Singapore.*

CHINA:—*Macao*, A. A. DA CRUZ. *Amoy*, N. MOALLE & Co., LIMITED. *Foochow*, HEDGE & Co. *Shanghai*, LANE, CRAWFORD & Co., and KELLY & WALSH. *Yokohama*, LANE, CRAWFORD & Co., and KELLY & Co.

Banks.

THE BANK OF CHINA, JAPAN, AND THE STRAITS, LIMITED.

SUBSCRIBED CAPITAL,....£2,000,000.
CAPITAL CALLED UP,.... " 251,093.15.0.

Bankers:
CAPITAL & COUNTIES BANK, LIMITED.

Head Office:
3, PRINCES STREET, LONDON.

Branches:
BOMBAY, CALCUTTA, HONGKONG & SHANGHAI.

Agencies:
PENANG, SINGAPORE AND YOKOHAMA.

RATES OF INTEREST

Allowed on Current Accounts and Fixed Deposits can be ascertained on application.

Every description of Banking and Exchange business transacted.

CHANTREY INCHBALD,
Manager.

Hongkong, November 6, 1893. 247

THE NATIONAL BANK OF CHINA, LIMITED.

AUTHORIZED CAPITAL,..............£1,000,000.
SUBSCRIBED CAPITAL,..............£ 500,000.

HEAD OFFICE—HONGKONG.

Directors.
D. GILLIES, Esq. | H. STOLTERFOHT, Esq.
CHAN KIT SHAN, Esq. | CHOW TUNG SHANG, Esq.
KWAN HOI CHUEN, Esq.

Chief Manager.
GEO. W. F. PLAYFAIR.

Branches.
LONDON, YOKOHAMA, SHANGHAI AND AMOY.

Bankers.
THE COMMERCIAL BANK OF SCOTLAND. PARR'S BANKING COY. and THE ALLIANCE BANK (LD.)

Interest for 12 months Fixed 5 %.

Hongkong, May 24, 1893. 47

HONGKONG AND SHANGHAI BANKING CORPORATION.

PAID-UP CAPITAL..................$10,000,000.
RESERVE FUND.......................$ 3,900,000.
RESERVE LIABILITY OF PROPRIETORS.................. $10,000,000.

COURT OF DIRECTORS:—
H. HOPPIUS, Esq.—Chairman.
C. J. HOLLIDAY, Esq.—Deputy Chairman.
R. M. Gray, Esq. | Julius Kramer, Esq.
Carl Jantzen, Esq. | A. McConachie, Esq.
H. H. Joseph, Esq. | J. S. Moses, Esq.
Hon. J. J. Keswick. | D. R. Sassoon, Esq.

CHIEF MANAGER:
Hongkong—T. JACKSON, Esq.

MANAGER:
Shanghai—J. P. WADE GARD'NER, Esq.

LONDON BANKERS—LONDON AND COUNTY BANKING Co., LD.

HONGKONG—INTEREST ALLOWED.

On Current Account at the rate of 2 per cent. per annum on the daily balance.

ON FIXED DEPOSITS:—

For 3 months 3 per cent. per annum.
" 6 " 4 " "
" 12 " 5 " "

T. JACKSON,
Chief Manager.

Hongkong, October 19, 1893. 880

THE MERCANTILE BANK OF INDIA, LIMITED.

AUTHORISED CAPITAL,........£1,500,000.
SUBSCRIBED,....................£1,125,000.

Bankers.
LONDON JOINT STOCK BANK, L'TD.

Interest allowed on Current Accounts at the Rate of 2 % per Annum on the Daily Balance.

ON FIXED DEPOSITS:—
For 12 Months,...................5 %
For 6 Months,.....................4 %
For 3 Months,.....................3 %

JOHN THURBURN,
Manager, Hongkong.

Hongkong, February 4, 1893. 228

HONGKONG SAVINGS BANK.

THE business of the above Bank is conducted by the HONGKONG AND SHANGHAI BANKING CORPORATION. Rules may be obtained on application.

INTEREST on deposits is allowed at 3½ PER CENT. per annum. Depositors may transfer at their option balances of $100 or more to the HONGKONG AND SHANGHAI BANK, to be placed on FIXED DEPOSIT at 5 PER CENT. per annum.

For the Hongkong and Shanghai Banking Corporation,

T. JACKSON,
Chief Manager.

Hongkong, May 15, 1893. 1518

Intimations.

JURY LIST—1894.

NOTICE is hereby given that Pursuant to the Provisions of Section 8 of *The Jury Consolidation Ordinance, No. 18 of 1887*, I have on the 1st INSTANT caused to be posted, at the CHIEF ENTRANCE TO THE COURT HOUSE, a LIST OF ALL PERSONS ascertained by me to be liable to serve as JURORS.

The said List will Remain so posted until the 14TH INSTANT, in Order that any Person may apply by Notice in writing to me requiring that his Name or the Name of some other Person may be respectively either added to or struck off from the said List, upon cause to be duly assigned in such Notice.

ALFRED G. WISE,
Registrar.

REGISTRY, SUPREME COURT,
Hongkong, 1st February, 1894. 246

THE NEW BALMORAL GOLD MINING COMPANY, LIMITED.

THE DATE of the ALLOTMENT of SHARES having been POSTPONED until 12TH INSTANT, Applications will be received at the HONGKONG & SHANGHAI BANK until the 10th Instant.

By Order,
W. HUTTON POTTS,
Secretary.

Hongkong, February 1, 1894. 235

HONGKONG, CANTON AND MACAO STEAMBOAT COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE DIVIDEND at the Rate of 6 PER CENT., or $1.20 per SHARE, declared at the Ordinary Half-Yearly Meeting of Shareholders held This Day, will be PAYABLE at the HONGKONG AND SHANGHAI BANKING CORPORATION on and after SATURDAY, the 3rd Instant.

SHAREHOLDERS are requested to apply at the OFFICE of the Company for WARRANTS.

By Order of the Board of Directors,
T. ARNOLD,
Secretary.

Hongkong, February 2, 1894. 245

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the Ordinary Half-Yearly MEETING of the SHAREHOLDERS in this CORPORATION will be held at the CITY HALL, Hongkong, on SATURDAY, the 17th day of February next, at Twelve o'clock Noon, for the purpose of receiving the Report of the Court of Directors, together with a Statement of Accounts to 31st December, 1893.

By Order of the Court of Directors,
T. JACKSON,
Chief Manager.

Hongkong, January 31, 1894. 220

HONGKONG & SHANGHAI BANKING CORPORATION.

NOTICE is hereby given that the REGISTER of SHARES of the CORPORATION will be CLOSED from SATURDAY, the 3rd to the 17th day of February (both days inclusive), during which period no Transfer of Shares can be registered.

By Order of the Court of Directors,
T. JACKSON,
Chief Manager.

Hongkong, January 31, 1894. 221

HONGKONG AND WHAMPOA DOCK COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Ordinary Yearly MEETING of SHAREHOLDERS will be held at the OFFICES of the Company, No. 14, Praya Central, on MONDAY, the 19th February, 1894, at 3 o'clock p.m., for the purpose of receiving the Report of the Directors and the Statement of Accounts to the 31st December, 1893.

The Transfer BOOKS of the Company will be CLOSED from the 5th to the 19th February, both days inclusive.

By Order of the Board of Directors,
D. GILLIES,
Secretary.

Hongkong, February 1, 1894. 229

THE CHINA FIRE INSURANCE COMPANY, LIMITED.

THE Twenty-Fifth Ordinary MEETING of SHAREHOLDERS in the Company will be held at the Company's OFFICE, No. 2, Queen's Road Central, Victoria, on WEDNESDAY, the 21st February, at Twelve o'clock Noon, for the purpose of receiving a Statement of Accounts and the Report of the Directors for the year ending 31st December, 1893.

The Transfer BOOKS of the Company will be CLOSED from the 8th to the 21st Inst., both days inclusive.

By Order,
JAS. B. COUGHTRIE,
Secretary.

Hongkong, February 1, 1894. 230

FOR SALE.

JAPAN HAND-MADE PAPERS.
JAPAN PRINTING PAPERS.
JAPAN COPYING PAPERS.
JAPAN WALL PAPERS.
&c., &c., &c.

PRICE VERY MODERATE.

ORDERS to be respectfully received by the Undersigned.

MITSUI BUSSAN KAISHA,
8, Queen's Road Central.

Hongkong, January 2, 1894. 1

Business Notices.

LANE, CRAWFORD & Co.

HONGKONG RACES, 1894.

RACING SADDLES, 2, 3 and 4-lb. JOCKEY WHIPS.

WEIGHT CLOTH, HARNESS, BRIDLES, RACING REINS, RACING SPURS, BITS, STIRRUP WEBS, ROLLERS, SADDLERY and STABLE REQUISITES.

JOCKEY BOOTS, BOOT TOPS, CARRIAGE WRAPS, GLOVES, HATS, SCARFS.

LANE, CRAWFORD & Co.

Hongkong, February 2, 1894. 239

MASONIC BALL.

The Hongkong Trading Company

ARE SHOWING A SELECTION OF NEW EVENING GOODS.

All Orders for DRESS MAKING should be given early owing to the CHINA NEW YEAR HOLIDAYS.

HONGKONG TRADING Co.,
J. P. COTTAM,
Managing Partner.

Nos. 1 TO 7, D'AGUILAR STREET,
Hongkong, February 1, 1894. 231

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY

WILL despatch VESSELS to the Undermentioned PORTS on the DATES named:—

FOR.	STEAMSHIP.	DATE.	REMARKS.
SHANGHAI AND KOBE	*Shanghai*	About 6th Feb.	Freight or Passage.
NAGASAKI AND KOBE	*Teheran*	Noon, 9th Feb.	Freight or Passage.
SHANGHAI	*Rosetta*	About 11th Feb.	Freight or Passage.
LONDON *via* MARSEILLES	*Canton*	About 12th Feb.	Freight or Passage.
LONDON, &c.	*Malwa*	Noon, 15th Feb.	*See Special Advertisement.*
JAPAN	*Ancona*	Noon, 16th Feb.	Freight or Passage.
LONDON	*Shanghai*	About 10th March.	Freight or Passage (calling at MARSEILLES, if sufficient inducement offers).
LONDON	*Formosa*	About 17th March.	Freight or Passage (calling at MARSEILLES, if sufficient inducement offers).

For further Particulars, apply to
H. H. JOSEPH, *Superintendent.*

P. & O. S. N. Co.'s Office,
Hongkong, February 3, 1894. 241

DAWSON'S PERFECTION OLD SCOTCH WHISKY.

ALLISTON & Co.,
SOLE AGENTS,
HONGKONG AND THE FAR EAST.

62, QUEEN'S ROAD CENTRAL.

Hongkong, November 11, 1893. 1949

HONGKONG HOTEL.

Telegraphic Address, "*Kremlin*"—*A.B.C. Code.* *Telephone, No. 32.*

THE MOST COMMODIOUS and BEST-APPOINTED HOTEL in the Far East situated in the centre of the town, opposite the General Post Office and the Honkong Club, and adjacent to Pedder's Wharf (the principal landing stage of the Colony).

The HOTEL STEAM LAUNCH conveys passengers and baggage to and from all Mail Steamers.

The TABLE D'HOTE, at separate tables, is supplied with every delicacy.

The BED-ROOMS, with adjoining BATH-ROOMS, are lofty and well ventilated, open on to spacious Verandahs, are lighted by gas and fitted throughout with electric communicators.

The READING, WRITING, and SMOKING ROOMS, LADIES' DRAWING ROOMS, the NEW BAR and PUBLIC BILLIARD ROOMS (Six English and American Tables) are fitted with every convenience.

WINES and SPIRITS of the BEST BRANDS only.

HYDRAULIC ASCENDING-ROOMS of the latest and most approved type convey passengers and baggage from the Entrance Hall to each of the five floors above.

NIGHT PORTERS and WATCHMEN are continually on duty.

R. TUCKER, *Manager.*

Hongkong, October 21, 1892. 1842

THE MOUNT AUSTIN HOTEL.

1,400 FEET ABOVE THE SEA LEVEL.

Telegraphic address "EXCELSIOR," Hongkong, A. B. C. Code. TELEPHONE No. 25.

THIS Magnificent HOTEL is situated at the most beautiful part of the HILL DISTRICT; the Air is delightfully cool and bracing, the Temperature being at least 10 degrees lower than in the valley beneath. Luxuriously furnished, and Cuisine and Wines First-class.

THE TABLE D'HOTE DINNER

Is served in the GRAND DINING ROOM at 7.45 P.M.

Arrangements can be made for DINNER PARTIES in PRIVATE ROOMS. Tables or Seats can be reserved for the TABLE D'HOTE, and WINES iced to Order.

For further Particulars, apply to the Undersigned, or to the SECRETARY at the Company's OFFICE, 38 and 40, Queen's Road Central.

R. ISHERWOOD, *Manager*, MOUNT AUSTIN HOTEL.

Hongkong, October 3, 1893. 1793

W. POWELL & Co.

GREAT CLEARANCE SALE

FOR

FOURTEEN DAYS ONLY,

COMMENCING

Tuesday, the 23rd January, 1894.

DETAILED BILLS FREE ON APPLICATION.

W. POWELL & Co.

Hongkong, January 20, 1894. 142

WASHING BOOKS.

(In English and Chinese.)

WASHERMAN'S BOOKS, for the use of Ladies and Gentlemen, can now be had at this Office.—Price, $1 each.

CHINA MAIL Office.

PRIVATE BOARD and RESIDENCE for LADIES and GENTLEMEN. Special attention to Ladies' comfort. Accommodation for Table Boarders. Central situation.

MRS. MATHER,
2 and 3 Pedder's Hill.

Hongkong, July 24, 1893. 1287

Intimations.

CHINESE NEW YEAR.

THE Undermentioned BANKS will be CLOSED for the Transaction of Public Business TO-MORROW, the 6th February, 1894.

For the 'Chartered Bank of India, Australia and China,'
T. H. WHITEHEAD,
Manager, Hongkong.

For the 'Hongkong and Shanghai Banking Corporation,'
T. JACKSON,
Chief Manager.

For the 'Comptoir National d'Escompte de Paris,'
L. GLENAT,
Acting Agent, Hongkong.

For the 'Bank of China, Japan, and the Straits, Ltd.,' Hongkong,
CHANTREY INCHBALD,
Manager.

For 'The National Bank of China, Limited,'
GEO. W. F. PLAYFAIR,
Chief Manager.

For the 'Mercantile Bank of India, Limited,'
JOHN THURBURN,
Manager, Hongkong.

Hongkong, February 5, 1894. 243

CHINESE NEW YEAR'S HOLIDAY.

THE Undermentioned INSURANCE OFFICES will be CLOSED for the Transaction of Public Business TO-MORROW, the 6th Instant.

JARDINE, MATHESON & Co.,
General Agents,
Canton Insurance Office, Ltd.;
General Managers,
Hongkong Fire Insurance Co., Ltd.

N. J. EDE,
Secretary,
Union Insurance Society of Canton, Ltd.

W. H. PERCIVAL,
Agent,
North-China Insurance Co., Ltd.

W. H. RAY,
Secretary,
China Traders' Insurance Co., Ltd.

SHEWAN & Co.,
Agents,
Yangtsze Insurance Association, Ltd.

JAMES B. COUGHTRIE,
Secretary,
China Fire Insurance Co., Ltd.

WM. MACBEAN,
Agent,
The Straits Insurance Co., Ltd.;
The Straits Fire Insurance Co., Ltd.

Hongkong, February 5, 1894. 244

THE HONGKONG AND KOWLOON WHARF AND GODOWN COMPANY, LIMITED.

NOTICE TO SHAREHOLDERS.

THE Seventh Ordinary Annual MEETING of SHAREHOLDERS in the above Company will be held at the Company's OFFICE, No. 4, Praya Central, at 12 o'clock (Noon), on SATURDAY, 10th February next, for the purpose of receiving the Report of the Directors, with a Statement of Accounts to the 31st December, 1893.

The Transfer BOOKS of the Company will be CLOSED from the 3rd to the 10th February, both days inclusive.

EDWARD OSBORNE,
Secretary.

Hongkong, January 26, 1894. 198

NOTICE.

THE BANK OF CHINA, JAPAN, AND THE STRAITS, LIMITED.

SHAREHOLDERS are Reminded that the 2ND INSTALMENT of CALL, amounting to 5/- per SHARE on the Ordinary Shares of the Bank, is DUE on the 1st FEBRUARY, 1894, and is PAYABLE at the OFFICE of the Bank, No. 4, Queen's Road, either by Demand Draft on London, or in Local Currency Equivalent.

CHANTREY INCHBALD,
Manager.

Hongkong, January 23, 1894. 165

TRADE MARK.

CALDBECK, MACGREGOR & Co.,
Wine and Spirit Merchants,
13, QUEEN'S ROAD.

Hongkong, August 18, 1891. 1612

To Let.

TO LET.

GODOWN in WANCHAI, No. 4, Praya East, next to the ASILE DE LA STE. ENFANCE.

Apply to
ARNHOLD, KARBERG & Co.

Hongkong, August 11, 1893. 1409

TO LET.

NO. 2, PEDDER'S STREET, next to the Post Office—suitable for OFFICES or CHAMBERS.

Apply to
G. C. ANDERSON,
13, Praya Central.

Hongkong, March 1, 1893. 390

HOUSE TO LET.
FURNISHED OR UNFURNISHED.

STEWART TERRACE, PEAK.

Apply to
DOUGLAS LAPRAIK & Co.

Hongkong, January 2, 1894. 12

TO LET.

NOS. 1, 5 and 7, SEYMOUR TERRACE. OFFICES in VICTORIA BUILDINGS.

Apply to
DAVID SASSOON, SONS & Co.

Hongkong, January 17, 1894. 123

To Let.

TO LET.

HOUSES at 'BELILIOS TERRACE,' Robinson Road.
SHOP, No. 24, 'BANK BUILDINGS,' opposite 'Hongkong Hotel.'
HOUSE, No. 21, SHELLEY STREET.
ROOMS in 'BEACONSFIELD ARCADE,' Queen's Road.
HOUSE, No. 5, BONHAM ROAD (Priory Lodge).
HOUSE, No. 6, ICE HOUSE STREET, lately occupied by Messrs. GIBB, LIVINGSTON & Co.
GODOWNS in DUDDELL STREET.

Apply to
BELILIOS & Co.

Hongkong, January 30, 1894. 218

TO LET.
From 1st March, 1894.

THE PREMISES at QUEEN'S ROAD CENTRAL, No. 72, presently occupied by the PACIFIC MAIL and OCCIDENTAL & ORIENTAL S.S. Cos.

Apply to
G. C. ANDERSON,
13, Praya Central.

Hongkong, January 5, 1894. 41

TO LET—FURNISHED.

FOR Sixteen Months, from 1st April, No. 3, MOUNTAIN VIEW, THE PEAK.

Apply, BY LETTER FIRST, to
ALFRED J. MAY,
Victoria College.

Hongkong, January 4, 1894. 26

TO LET.

DWELLING HOUSES—
'BAHAR LODGE,' at the PEAK.
'STOLZENFELS,' at the PEAK.
'THE WILDERNESS,' CAINE ROAD.
No. 8, CHANCERY LANE.
No. 8, GLENEALY BUILDINGS.
No. 2, RIPON TERRACE.
FLOORS in BLUE BUILDINGS.
FLOORS in ELGIN STREET, PEEL STREET and STAUNTON STREET.
FLOORS in No. 5, SHELLEY STREET.
Nos. 1, 2 and 3, VICTORIA VIEW, Kowloon.
Nos. 4 and 11, KNUTSFORD TERRACE, Kowloon.

OFFICES AND SHOPS—
FIRST FLOOR No. 4, Queen's Road Central, over the BANK OF CHINA, JAPAN & STRAITS, LTD.
PRAYA CENTRAL, over Messrs. DOUGLAS LAPRAIK & Co.'s.

GODOWNS—
BLUE BUILDINGS.

Apply to
THE HONGKONG LAND INVESTMENT & AGENCY Co., LTD.

Hongkong, February 2, 1894. 18

Notices to Consignees.

MOGUL LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP *SIKH*,
FROM GLASGOW, LIVERPOOL AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the HONGKONG & KOWLOON WHARF & GODOWN COMPANY, at Kowloon, whence and/or from the Wharves delivery may be obtained.

Optional Cargo will be forwarded unless notice to the contrary be given before 3 p.m. TO-DAY.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th Inst. will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 8th Instant, or they will not be recognised.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 8th Inst., at 3 p.m.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
DODWELL, CARLILL & Co.,
Agents.

Hongkong, February 1, 1894. 232

FROM HAMBURG, PENANG AND SINGAPORE.

THE S.S. *Kriemhild*, Capt. HILDEBRANDT, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned, and to take immediate delivery of their Goods from alongside.

Any Cargo impeding her discharge will be landed into the Godowns of the HONGKONG & KOWLOON WHARF & GODOWN Co., LD., and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 6th Feb. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 6th Feb., at 4 p.m.

No Fire Insurance has been effected.

SIEMSSEN & Co.,
Agents.

Hongkong, January 30, 1894. 215

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Company's S.S. *Kutsang*, having arrived from the above Ports, Consignees of Cargo by her are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge or remaining on board after Noon of the 1st Prox. will be landed at Consignees' risk and expense into Godowns at East Point.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by
JARDINE, MATHESON & Co.,
General Managers.

Hongkong, January 30, 1894. 212

Shipping.

Steamers.

NAVIGAZIONE GENERALE ITALIANA
(FLORIO & RUBATTINO UNITED COMPANIES.)

STEAM FOR SINGAPORE, PENANG & BOMBAY,

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, (LEGHORN), and GENOA; all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS, up to CALLAO. Taking Cargo at through rates to PERSIAN GULF and BAGDAD.

The Steamship *Bisagno*, A. TOGNASSO, Master, will be despatched as above TO-MORROW, the 6th February, at Daylight.

At BOMBAY the Steamers are discharging in VICTORIA DOCK.

For further Particulars regarding Freight and Passage, apply to

CARLOWITZ & Co.,
Agents.

Hongkong, February 5, 1894. 242

NIPPON YUSEN KAISHA.

FOR SINGAPORE, COLOMBO AND BOMBAY.

The Co.'s Steamship *Hiroshima Maru*, Capt. J. B. MACMILLAN, will be despatched as above TO-MORROW, the 6th Instant, at Noon.

For Freight or Passage, apply at the Company's Office.

NIPPON YUSEN KAISHA.

Hongkong, February 5, 1894. 208

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON *VIA* PORTS OF CALL.

The Co.'s Steamship *Pingsuey*, J. C. JAQUES, Comm'der, will be despatched as above on or about the 5th February.

For Freight, apply to

ARNHOLD, KARBERG & Co.,
Agents.

Hongkong, January 29, 1894. 179

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
(UNDER MAIL CONTRACT WITH THE AUSTRIAN GOVERNMENT.)

STEAM FOR SINGAPORE, PENANG, COLOMBO, BOMBAY, ADEN, SUEZ, PORT SAID, BRINDISI, VENICE, FIUME AND TRIESTE.

(*Taking Cargo at through rates to* CALCUTTA, MADRAS, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT *and* ADRIATIC PORTS.)

The Co.'s Steamship *Poseidon*, Captain A. FELLNER, will be despatched as above on the 7th February, at Daylight.

Cargo will not be received on board after 3 p.m. prior to date of sailing.

For further information as to Passage and Freight, apply to

O. ZANELLA,
Agent.

Hongkong, January 31, 1894. 224

SHELL LINE.

FOR HAMBURG AND LONDON.

The Steamship *Dalmouth*, Captain SCOTT, will be despatched for the above Ports on or about the 8th February.

For Freight or Passage, apply to

SHEWAN & Co.,
Agents.

Hongkong, February 2, 1894. 24

SHIRE LINE OF STEAMERS.

FOR LONDON AND HAMBURG.

The Steamship *Denbighshire*, DAVIES, Commander, will be despatched for the above Ports on or about the 27th Proximo.

For Freight or Passage, apply to

DODWELL, CARLILL & Co.,
Agents.

Hongkong, January 25, 1894. 186

Sailing Vessels.

FOR SAN FRANCISCO.

The 100 A1 *I.* British Ship *MacMillan*, GUTHRIE, Master, will load here for the above Port, and will have quick despatch.

For Freight, apply to

SHEWAN & Co.

Hongkong, December 1, 1893. 2066

FOR NEW YORK.

The 3/3 *L.I.I.* American Ship *Kenilworth*, BAKER, Master, now at Shanghai, will load here for the above Port, and will have quick despatch.

For Freight, apply to

SHEWAN & Co.

Hongkong, December 8, 1893. 2089

WINDSOR HOTEL
(*in Connaught Buildings*),
QUEEN'S ROAD, HONGKONG.

THE Private Hotel heretofore carried on in WINDSOR HOUSE has now been Removed to CONNAUGHT HOUSE.

Cuisine under European management. Each Bed-room has its own Bath-room, Hot and Cold water, Passenger Elevator to all Floors.

Charges from $2 per day upwards.

Special Rates for Families or Permanent Boarders. Offices and Rooms to let Unfurnished, and Rooms with or without Board, by day or month. Apply at the Office, No. 37, 3rd Floor.

Hongkong, August 23, 1893. 1534

Mails.

NOTICE.

COMPAGNIE DES MESSAGERIES MARITIMES.
PAQUEBOTS POSTE FRANCAIS.

STEAM FOR
SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERRY, MADRAS, CALCUTTA, ADEN, SUEZ, PORT SAID, MEDITERRANEAN AND BLACK SEA PORTS, ALEXANDRIA, MARSEILLES, LONDON, HAVRE AND BORDEAUX;
ALSO
PORTS OF BRAZIL AND LA PLATA.

ON WEDNESDAY, the 7th February, 1894, at Noon, the Company's S.S. *MELBOURNE*, Commandant VIMONT, with MAILS, PASSENGERS, SPECIE, and CARGO, will leave this Port for the above places.

Cargo and Specie will be registered for London as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon.

Cargo will be received on board until 4 p.m., Specie and Parcels until 3 p.m. on the 6th February, 1894. (Parcels are not to be sent on board; they must be left at the Agency's Office.)

Contents and value of Packages are required.

For further particulars, apply at the Company's Office.

G. DE CHAMPEAUX, *Agent.*

Hongkong, January 24, 1894. 178

Occidental & Oriental Steam-Ship Company.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, *VIA* THE OVERLAND RAILWAYS, AND ATLANTIC & OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

Gaelic (via Nagasaki, Kobe, Inland Sea and Yokohama) ...	W'NESDAY, Feb. 14, at daylight.
Belgic (via Nagasaki, Kobe, Inland Sea and Yokohama) ...	THURSDAY, Mar. 15, at daylight.
Oceanic (via Nagasaki, Kobe, Inland Sea & Yokohama)	W'NESDAY, April 4, at daylight.

THE Steamship *GAELIC* will be despatched for SAN FRANCISCO, *via* NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on WEDNESDAY, 14th February, at Daylight, connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU, and passengers are allowed to break their journey at any point *en route.*

Through Passengers Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates and particulars of the various routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or *vice versa*) within one year, will be allowed a discount of 10 per cent. *This allowance does not apply to through fares from China and Japan to Europe.*

All Parcel Packages should be marked to address in full; and same will be received at the Company's Office until 5 p.m. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco, in the United States, should be sent to the Company's Offices, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN, *Agent.*

Hongkong, January 25, 1894. 190

Intimations.

NGAI SHANG,
20, QUEEN'S ROAD CENTRAL.

RATTAN FURNITURE of Every Description.
CHAIRS, COUCHES, TABLES, BASKETS, CHILDREN'S COTS, &c., &c.
Latest Patterns, Best Workmanship.
ALSO
Rattan Core, Split Rattan, Canton Reed and Sundries of all kinds.

Hongkong, November 17, 1893. 1987

CHAS. J. GAUPP & Co.,
Chronometer, Watch & Clock Makers, Jewellers, Gold & Silversmiths.

NAUTICAL, SCIENTIFIC AND METEOROLOGICAL INSTRUMENTS.
VOIGTLANDER'S CELEBRATED BINOCULARS AND TELESCOPES.
RITCHIE'S LIQUID AND OTHER COMPASSES.
ADMIRALTY & IMRAY CHARTS, NAUTICAL BOOKS.
English SILVER & ELECTRO-PLATED WARE.
Christofle & Co.'s ELECTRO-PLATED WARE.
GOLD & SILVER JEWELLERY in great variety.
DIAMONDS
— AND —
DIAMOND JEWELLERY,
A Splendid Collection of the Latest LONDON PATTERNS, at very moderate prices. 742

A RAMBLE THROUGH SOUTHERN FORMOSA.—By Mr. G. TAYLOR.

This Article, which has been reprinted from the *China Review*, contains one of the best Sketches of Formosan Life yet written.

A few roughly-executed Woodcuts are included in the pamphlet.

May be had—Price, $1—at Messrs. LANE, CRAWFORD & Co.'s, and Messrs. KELLY & WALSH, LIMITED, Hongkong; also, Mr. N. MOALLE, Amoy.

Entertainments.

VICTORIA RECREATION CLUB.

CHAMPIONSHIP COMPETITION IN BOXING, FENCING & GYMNASTICS, will be held IN THE GYMNASIUM, ON FRIDAY and SATURDAY, *9th and 10th February.*

Admission for Members and Friends only, $1.00 (season ticket).

Tickets may be obtained from the STEWARD.

Hongkong, January 31, 1894. 226

THEATRE ROYAL,
CITY HALL.

A CONCERT,
IN AID OF
THE ALICE MEMORIAL AND NETHERSOLE HOSPITALS,
will be given on
SATURDAY, 10th February,
Commencing at 9.15 p.m.

Under the Patronage of H. E. Sir WILLIAM and Lady ROBINSON, H.E. Admiral Sir EDMUND and Lady FREMANTLE, H. E. General BARKER and Mrs. BARKER, Sir FIELDING and Lady CLARKE, &c., &c., &c.

PROGRAMME:

PART I.

Overture.......'Ruy Blas,'..Mendelssohn.
Song. 'Under thy Window,' Goring Thomas. Mr. D. K. SLIMAN.
Song....'Thoughts & Tears,'..Hope Temple. Mrs. DOWLER.
Violin Solo } 'Andante & Allegro,' H. Leonard. Mr. M. ALSBERG.
Song......'The World of Dreams,'...Clay. Mrs. MITCHELL.
Part Song......'Hohenlinden,'........Cooke.

PART II.

Largo..............................Handel.
Song..................'Life,'.......Blumenthal. Mrs. GORDON.
Song.........'For all Eternity,' Mascheroni. Mr. C. H. GRACE, with Violin Obbligato by Mr. G. VON WILLE.
Piano Solo...'Valse Brillante,' Moszkowski. Mrs. GILLIES.
Song.............'Winter,'.......Scott Gatty. Mrs. DOWLER.
Selection...'Prince Methusalem,'...Strauss.

AN AMATEUR ORCHESTRA, consisting of 30 MEMBERS, has been specially formed for this Concert, under the Conductorship of Mr. GEO. LAMMERT.

Plan of the Theatre can be seen, and Seats booked with Messrs. W. ROBINSON & Co., Queen's Road, on and after *Monday next*, the 5th February.

Dress Circle and Stalls........$2.00
Back Seats.......................... 1.00

SPECIAL TRAMS will leave for the Peak at the conclusion of the concert.

Hongkong, February 3, 1894. 247

HONGKONG ATHLETIC SPORTS.

To be held on the RACE COURSE on SATURDAY, the 10th of March, 1894, Commencing at 1.30 p.m.

PROGRAMME.

1. 120 Yards' Flat Race (Handicap).
2. Throwing the Cricket Ball.
3. Long Jump.
4. Quarter mile (Handicap), Soldiers, Sailors, and Police.
5. Bicycle Race, 1 mile (Scratch).
6. High Jump.
7. Ladies' Purse, Half mile (Handicap).
8. Veterans' Race.
9. 100 Yards (Challenge Cup).
10. Tug-of-War.
11. Hurdle Race (120 yards, 10 flights).
12. Quarter mile Flat Race.
13. Mile Flat Race (Handicap), Soldiers, &c.
14. Mile Flat Race.
15. 220 Yards (Handicap).
16. Consolation Race (120 yards).
17. Steeplechase.
18. Mile Bicycle Race (Handicap).

Nos. 4, 5, 13, and 18 are open events. Entry forms can be obtained after the 10th of FEBRUARY, 1894, at the VICTORIA RECREATION CLUB, QUARRY BAY ATHLETIC CLUB, HUNGHOM DOCKS, or of the undersigned, and must be sent in not later than February 25th, 1894.

A. DENISON, *Hon. Secretary, H. K. A. C.*

Hongkong, February 1, 1894. 236

To-day's Advertisements.

WANTED.

A JOURNALIST to fill the position of SUB-EDITOR and SHORTHAND REPORTER. Must be reliable, experienced and thoroughly competent. Address:

PROPRIETOR, 'JAPAN DAILY ADVERTISER,' *No. 49, Yokohama.*

251

VICTORIA LODGE
No. 1026.

AN Emergency MEETING of the above LODGE will be held in the FREEMASONS' HALL, Zetland Street, on FRIDAY, the 9th Instant, at 5 for 5.30 p.m. precisely. VISITING BRETHREN are cordially INVITED.

Hongkong, February 5, 1894. 252

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

NOTICE TO CONSIGNEES.

FROM SHANGHAI AND KOBE.

THE Steamship *Poseidon* having arrived, Consignees of Cargo are hereby informed that their Goods are being landed at their risk into the Godowns of the HONGKONG AND KOWLOON WHARF AND GODOWN Co., LIMITED, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Claims must be sent in to the Undersigned BEFORE NOON ON THE 11TH INSTANT, OR THEY WILL NOT BE RECOGNIZED.

No Fire Insurance has been effected, and any Goods remaining in the Godowns after the 11th Instant will be subject to rent.

Bills of Lading will be countersigned by

C. ZANELLA, *Agent.*

Hongkong, February 5, 1894. 258

To-day's Advertisements.

VICTORIA RECREATION CLUB.

AN EXTRAORDINARY General MEETING will be held in the GYMNASIUM, on TUESDAY, the 13th February, at 5.30 p.m., for the purpose of Confirming by means of Special Resolutions the Rules of Ballot and Admission, as passed at the Extraordinary General Meeting held on the 26th ultimo.

The Rules having been confirmed, the Members present will elect the Ten Members of the Balloting Committee.

E. D. SANDERS, *Hon. Secretary.*

Hongkong, February 5, 1894. 253

NORDDEUTSCHER LLOYD.

NOTICE.

The Co.'s Steamship *Preussen*, carrying the German Mails for EUROPE, &c., will leave TO-MORROW (TUESDAY), the 6th Instant, at Daylight.

MELCHERS & Co., *Agents.*

Hongkong, February 5, 1894. 256

GLEN LINE OF STEAM PACKETS.

FOR LONDON *VIA* SUEZ CANAL.

The Steamship *Glenshiel*, Capt. R. D. JONES, will be despatched as above on WEDNESDAY, the 7th Inst., at Noon.

This Steamer has Superior Accommodation for Passengers, and carries a Doctor and Stewardess.

For Freight or Passage, apply to

JARDINE, MATHESON & Co., *Agents.*

Hongkong, February 5, 1894. 217

THE CHINA & MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA (DIRECT).

The Co.'s Steamship *Zafiro*, Captain COBBAN, will be despatched for the above Port on FRIDAY, the 9th Inst., at 4 p.m.

This Steamer has superior Accommodation for Passengers.

For Freight or Passage, apply to

SHEWAN & Co., *General Managers.*

Hongkong, February 5, 1894. 259

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI (DIRECT).

(*Taking Cargo & Passengers at through rates for* NINGPO, CHEFOO, NEWCHWANG, TIENTSIN, HANKOW *and Ports on the* YANGTSZE.)

The Co.'s Steamship *Teucer*, Captain RILEY, will be despatched as above on FRIDAY, the 9th Instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, *Agents.*

Hongkong, February 5, 1894. 254

COMPAGNIE DES MESSAGERIES MARITIMES.

STEAM FOR HAIPHONG (DIRECT).

(*Taking Passengers and Cargo for* TOURANE & QUINHON.)

The Co.'s Steamship *Haiphong*, Capt. GALLETI, will leave for the above Port on SATURDAY, the 10th Instant, at 3 p.m.

For Freight or Passage, apply to

G. DE CHAMPEAUX, *Agent.*

Hongkong, February 5, 1894. 257

OCEAN STEAMSHIP COMPANY.

FOR LONDON *VIA* SUEZ CANAL.

The Co.'s Steamship *Telamon*, Capt. JACKSON, will be despatched as above on WEDNESDAY, the 21st Instant.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE, *Agents.*

Hongkong, February 5, 1894. 255

Dr. FENWICK'S FOOD
FOR
NURSING MOTHERS AND INFANTS,
ALSO FOR
DYSPEPTICS AND INVALIDS.

IT is specially recommended as an article of diet for NURSING MOTHERS as it will strengthen and support them, and at the same time enrich the natural milk and increase the supply.

INFANTS fed on this Food put on flesh rapidly.

In Two and sixpenny and One and sixpenny bottles at $1.10 and 70 cents.

AGENTS IN HONGKONG:
Dakin, Cruickshank & Co.,
LIMITED,
VICTORIA DISPENSARY. 90

Not Responsible for Debts.

Neither the Captain, the Agents, nor Owners will be Responsible for any Debt contracted by the Officers or Crew of the following Vessels, during their stay in Hongkong Harbour:—

AFGHANISTAN, Brit. 4-masted bque., Capt. Jas. Craigie.—David Sassoon, Sons & Co.

GERARD C. TOBEY, Amer. barque, Capt. J. F. Stanley.—Order.

LOTHAIR, Italian barque, Captain J. B. Cafranga.—D. Musso.

MACMILLAN, British ship, Captain Robt. Guthrie.—Government.

SHIPPING.

ARRIVALS.

February 4:—

Toonan, Chinese steamer, from Canton.

Fooksang, British steamer, from Canton.

Nanchang, British steamer, from Canton.

Frejr, Danish steamer, 397, L. O. Strand, Pakhoi February 1, and Hoihow 2, General.—NAM TAI.

Gaelic, British steamer, 3,492, Pearne, San Francisco and Yokohama January 30, Mails and General.—O. & O. S. S. Co.

Shantung, British steamer, 1,585, Frampton, Java January 21, Sugar.—BUTTERFIELD & SWIRE.

Yiksang, British steamer, 887, Bowker, Wuhu January 30, Rice.—JARDINE, MATHESON & Co.

Haitan, British steamer, 1,182, F. D. Goddard, Swatow February 3, General.—DOUGLAS STEAMSHIP Co.

Avochie, British steamer, 1,056, T. Rowin, Hongay February 1, Coal.—MELCHERS & Co.

Pigmy, British gunboat, 755, Captain Phillipps, Manila January 31.

Fokien, British steamer, 508, W. Davis, Tamsui February 2, and Amoy 3, General.—DOUGLAS STEAMSHIP Co.

February 5:—

Albert, Norwegian steamer, from Canton.

Zafiro, British steamer, 675, A. W. R. Cobban, Manila January 30, and Amoy Feb. 4, General.—SHEWAN & Co.

Diu, Portuguese gunboat, 750, Captain Gomes, Macao February 4.

Yung Ping, Chinese steamer, 567, L. H. Richards Wuhu January 31, Rice.—C. E. & M. Co.

Nürnberg, German steamer, 2,007, H. Walter, Yokohama January 28, Kobe 30, and Nagasaki Feb. 1, Mails and General.—MELCHERS & Co.

Pyrrhus, British steamer, 1,999, Batt, Shanghai February 2, General.—BUTTERFIELD & SWIRE.

Poseidon, Austrian steamer, 2,433, A. Feilner, Kobe January 31, General.—C. ZANELLA.

Activ, Danish steamer, 355, H. Hygom, Pakhoi February 2, and Hoihow 4, General.—NAM TAI.

Peiyang, German str., 953, R. Köhler, Chinkiang February 1, Rice.—SIEMSSEN & Co.

Georgietta, American barque, 436, Karsten, Labouu (Borneo) January 11, Timber.—WIELER & Co.

Alwine, German str., 400, C. Petersen, Pakhoi February 2, and Hoihow 4, General.—WIELER & Co.

DEPARTURES.

February 4:—

Nanchang, for Saigon.
Glucksburg, for Saigon.
Yiksang, for Canton.
Hailoong, for Swatow.

February 5:—

Yung Ping, for Canton.
Hongkong, for Haiphong.
Decima, for Saigon.
Glengarry, for Singapore.
Lingfield, for Manila.
Albert, for Nagasaki.
Toonan, for Shanghai.
Esmeralda, for Manila.
Kutsang, for Singapore and Calcutta.
Canton, for Shanghai.
Bengloe, for Kobe.
Choysang, for Shanghai.
Fooksang, for Foochow.

CLEARED.

Hiroshima Maru, for Singapore.
Mathilde, for Touron.
Frejr, for Hoihow.
Irene, for Singapore and Hamburg.
Holstein, for Saigon.
Bisagno, for Singapore and Bombay.
Cicero, for Saigon.
Poseidon, for Singapore and Bombay.
MacMillan, for San Francisco.

PASSENGERS.

ARRIVED.

Per *Frejr*, from Pakhoi, 30 Chinese.

Per *Gaelic*, from San Francisco, &c., Mr Wm. Whiley, Capt. J. C. Jacques, Messrs M. L. Dan, C. R. Walter, and 168 Chinese.

Per *Haitan*, from Swatow, Messrs MacHaffie, Bowman, Tiberie, and 19 Chinese.

Per *Fokien*, from Tamsui, 7 Chinese.

Per *Zafiro*, from Manila, &c., Mr H. Robinson, and 8 Chinese.

Per *Diu*, from Macao, H. E. C. da Borja, late Governor of Macao, en route for Europe by French mail.

Per *Yung Ping*, from Wuhu, 1 Chinese.

Per *Nürnberg*, from Yokohama, &c., Dr. A. Schmidt, Messrs E. Kellmann, Folloesen Tan Kok Ching, Ah Sun and servant, and 23 Chinese.

Per *Pyrrhus*, from Shanghai, Mr Dalby.

Per *Activ*, from Pakhoi, 10 Chinese.

Per *Alwine*, from Pakhoi, 46 Chinese.

DEPARTED.

Per *Glucksburg*, for Saigon, 20 Chinese.

Per *Hailoong*, for Swatow, 3 Europeans, and 250 Chinese.

TO DEPART.

Per *Hiroshima Maru*, for Singapore, 1 European.

Per *Preussen*, from Hongkong: for Singapore, Mrs F.M. de Souza, Miss Joseph Brown, Messrs Lum Chack Tong and Alex. Lind; for Genoa, Mr and Mrs Dilger and 3 children, Mr and Mrs G. Ziegler and 3 children; for Southampton, Mr Jas. MacPherson. From Shanghai: for Genoa, Mrs J. Graham, and Mr H. Schroeter; for Southampton, Mr Chisholm. From Kobe: for Colombo, Mr A. Schmidt; for Genoa, Mr E. Kellmann.

SHIPPING REPORTS.

The British steamer *Gaelic* reports: Sailed from Yokohama January 30th, at 6.31 a.m. Had strong Northerly and N.W. winds, and clear weather, to Turnabout. And thence to Hongkong moderate monsoon, and cloudy weather. Arrived Feb. 4th, at 6.30 a.m. Passage 5 days, 1 hour, 50 minutes.

The British steamer *Haitan* reports: Swatow to Hongkong, moderate to light E.N.E. breeze, moderate sea, overcast. In Swatow, steamers *Paoting* and *Bjørn*.

The British steamer *Avochie* reports: From port to Straits, strong Northerly wind, overcast and high sea; from Straits to Hongkong, strong monsoon and high sea.

The British gunboat *Pigmy* reports: Had strong monsoon from N.E.

The British steamer *Fokien* reports: Tamsui to Amoy, fresh N.N.E. winds and moderate sea, fine weather. Amoy to Hongkong, moderate N.E. winds, and fine weather, smooth sea to Lammock; to Hongkong similar weather and light winds.

The British steamer *Zafiro* reports: Left Manila January 30th, and arrived Amoy February 3rd; had fresh N'ly gales, with high sea through the passage to Amoy. Left Amoy February 4th, had light N'ly winds and overcast hazy weather to port, sea smooth.

The Chinese steamer *Yung Ping* reports: February 1st and 2nd, fresh N.W'ly wind, and fine weather down Yangtze river. From Hae-chu to Chapel Island, fresh monsoon and hazy. Thence to port, light monsoon and rainy.

The British steamer *Pyrrhus* reports: Had moderate N.E. to N.W. wind and fine weather.

VISITORS AT HOTELS.

HONGKONG HOTEL.

Mr E. de Abreu	Mr and Mrs O. W. Lindholm
Mr J. do Roza Barros	Miss N. Lindholm
Mr J. Benavides	Miss A. Lindholm
Major and Mrs Berkeley	Mr R. Lyall
Mr P. Birch	Mr S. Marcuse
Mr G. C. Bouman	Mr J. McWilliams
Mr Brandenburg	Mr T. Mitchell
Mrs von Bronsdorf	Rev. J. M. Morton
Mr L. Brooks	Capt. and Mrs Nelson, R.N.R., and two children
Major Noel Clarke	
Mr J. Dalby	
Mr M. L. Dan	Surgeon-Major Nicholson
Mr A. J. Easton	
Capt. Fawkes, R.N.	Mr and Mrs Pearce
Mrs Fawkes & maid	Mr and Mrs F. von der Pfordten and 2 children
Mr R. Ferguson	
Mr J. Flais	
Mr G. Garcia	Captain C. Ricchiardi
Mr A. D. Geddes	Mr and Mrs T. E. Sansom
Mr Thos. Howard	
Mr and Mr Inchausti and 2 children	Mr H. Schroeter
	Mr and Mrs F. Shaw
Mr S. Iwanaga	Mr F. E. Shean
Mr J. C. Jaques	Capt. Tillett
Mr J. Kinghorn	Mr C. R. Waller
Capt. Kirby, R.N.	Mr W. Whiley
Baron and Baroness do Ladario	Capt. and Mrs Wrottesley, R.A.
Miss L. Lindholm	Dr. & Mrs W. Young

MOUNT AUSTIN HOTEL.

Mr S. S. Benjamin	Mrs Kretzschmar and 3 children
Mr H. E. Boxshall	
Mr Hart Buck	Mr C. Lehmann
Dr and Mrs Cantlie	Mr C. Malsch
Mr and Mrs G. C. Cohen	Mr H. F. Meyerink
	Mrs Van Nierop
Mr J. B. Coughtrie	Mr and Mrs H. W. Paul
Mr Chantrey Inchbald	Mr James Rankin
Lieut. Kretzschmar	Mr C. S. Taylor

WINDSOR HOTEL.

Mr Y. Aigo	Mr R. B. Joyce
Mr W. G. Allen	Mr C. Knowland
Mr Geo. Banker	Vice-Consul G. Leyra
Mr Batchelor	Mr Edwin Ludlow
Mrs Batchelor and child	Capt. Matsuishi
	Mr C. McArthur
Mr A. Benlow	Rev. Mr P. W. McClinton
Capt. W. Benson	
Mr C. Beurmann	Mr L. A. Muir
Mr J. F. Boulton	Mr G. Nielsen
Mr H. Bourgoise	Rev. R. M. Ross
Mr N. M. Brown	Mrs Ross, child & maid
Mr R. Burgwardt	
Mr F. R. Chandet	Master Harold Ross
Mrs Craigland	Master Norman Ross
Rev. Mr James Craigland	Mr E. Rossel
	Mr Th. Sollerbeck
Mr A. Delkeskamp	Count de Spangen
Vice-Consul P. Gavannilles	Rev. Hy. Thompson
	Mrs Thompson
Mr H. Grosse	Master T. Thompson
Mr A. O'D. Gourdin	Mr Geo. L. Tomlin
Mr G. Hard	Capt. T. Ulsonomiga, I.J.S.
Capt. and Mrs H. C. A. Harris	
	Mr C. E. Williams
Mr A. Harris	Mr H. S. Wisman
Mr B. Hender	Capt. T. Yano
Mr & Mrs Geo. Holme	

VICTORIA HOTEL.

Mr G. D'Arc	Mrs Farmer
Mr W. J. D'Arc	Capt. Hardinge
Miss N. D'Arc	Mr H. Jessen
Miss Marie D'Arc	Mr Jones
Miss E. D'Arc	Mr F. Main
Miss E. D'Arc	Mr G. F. Morrison
Dr. J. Antelo	Mrs Mottet and child
Mr V. H. Barnes	Professor G. M. Mottet
Col. Wm. L. Barr	
Mr J. H. Barton	Mr J. Noble
Mr Joseph Brown	Mr A. Perrez
Capt. van Carback	Mr D. Pronchandy
Mr Ernest Olitherow	Mr L. D. Phillips
Mr J. F. East.	Mr & Mrs Shephard

PEAK HOTEL.

Mr R. Murray Adamson	Capt. and Mrs Moore
	Mr J. C. Murray
Mr and Mrs Geo. Grimble	Mr A. E. Skeels
	Mr A. Findlay Smith
Capt. and Mrs Hunt	Mr Spright
Mr MacLean	Mr Stokes
Mr Medhurst	Capt. & Mrs Welman

POST OFFICE NOTICES.

MAILS will close:—

For TOURON & QUINHON.—
Per *Mathilde*, at 9 a.m., on Tuesday, the 6th inst.

For BANGKOK.—
Per *Cicero*, at 10.30 a.m., on Wednesday, the 7th inst.

For STRAITS & LONDON.—
Per *Pingsuey*, at 3.30 p.m., on Wednesday, the 7th inst., instead of as previously notified.

For NAGASAKI & KOBE.—
Per *Teheran*, at 11.30 a.m., on Friday, the 9th inst.

For KUDAT & SANDAKAN.—
Per *Memnon*, at 2.30 p.m., on Saturday, the 10th inst.

For NAGASAKI, KOBE, YOKOMAHA & SAN FRANCISCO.—
Per *Gaelic*, at 5 p.m., on Tuesday, the 13th inst.

For NAGASAKI, KOBE & YOKOHAMA.
Per *Ancona*, at 11.30 a.m., on Friday, the 16th inst.

MAILS BY THE FRENCH PACKET.—

The French Contract Packet *Melbourne* will be despatched on WEDNESDAY, the 7th Instant, with Mails for the United Kingdom, Europe, and places beyond, *via Marseilles*; to Saigon, Straits Settlements, Batavia, Burmah, Ceylon, the Australasian Colonies, Pondichery, Madras, Calcutta, Aden, Mauritius, Egypt, Malta, and Gibraltar.

The usual hours will be observed in closing the Mails, &c.

HOURS OF CLOSING THE
ENGLISH AND FRENCH MAILS.
When the Packets leave at Noon.

The following hours will be observed in closing the Mails for Europe, &c., by the English and French Packets, when they leave at Noon. The Money Order Office will be closed at 5 the day before.

8.00 A.M.—Posting of Prices Current and Circulars ceases.

(Prices Current and Circulars may however be posted up to 10 o'clock if they are tied in bundles, country by country, with the addresses all one way).

10.00 A.M.—Registry ceases.

10.30 A.M.—Posting of Newspapers, Books, and Patterns ceases.

11.00 A.M.—Mail closes.

LATE LETTERS may be posted (from 11.10 A.M.) *with 10 cents late fee* up to 11.30 A.M., after which hour they may be sent on Board with the same Late Fee.

MEMOS. FOR TO-MORROW.

Shipping.

Daylight.—*Hiroshima Maru* leaves for Colombo, &c.
Daylight.—German Mail leaves for Bremen and Ports of Call.
Noon.—*Bisagno* leaves for Bombay, &c.

Miscellaneous.

Local Banks close.
Insurance Offices close.
Kowloon Customs Office closes.
Goods per *Kriemhild*, undelivered after this date subject to rent.

MEMOS. FOR WEDNESDAY.

Shipping.

Daylight.—*Poseidon* leaves for Trieste, &c.
Noon.—French Mail leaves for Ports of Call and Europe.
Noon.—*Glenshiel* leaves for London.

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Hongkong, January 26, 1894. 191

The publication of this issue commenced at 6 45 p.m.

The China Mail.

HONGKONG, MONDAY, FEBRUARY 5, 1894.

TELEGRAMS.

[SUPPLIED TO THE 'CHINA MAIL.']

(*Via Southern Line.*)

COMPLICATIONS IN EGYPT.

LONDON, February 2, 1894.

It is believed that a Cabinet crisis is pending in Egypt. The Khedive is incensed at his ministers for not supporting him in the position he has assumed towards Lord Cromer.

HIS numerous friends in Shanghai will hear with much pleasure, says the *N.-C. Daily News*, that, as announced in a telegram, received by M. Dubail the other day, Rear-Admiral Humann has been promoted to Vice-Admiral.

WE (*N.-C. Daily News*) hear, on native authority, that H.E. Chang Chih-tung has recently succeeded in completing a loan of Tls. 100,000 at 7 per cent. per annum through a German firm at this port. The owner of this money is, however, a wealthy mandarin—so it has been reported.

A PROCLAMATION issued by the Shanghai Taotai informs the merchants of raw and manufactured silk at that port that in consequence of an invitation by the French government to Chinese silk dealers to send their wares for exhibition to the Lyons' Exposition this year, persons desirous of accepting the invitation will be permitted to ship their articles to Lyons free of Customs duty.

LOCAL AND GENERAL.

PASSED SUEZ CANAL.

OUTWARD BOUND:—*Wimington Hall*, Dec. 15; *Marquis Bacquehem*, 29; *Norwood*, Jan. 2; *Foyle*, 9; *Japan*, *Oanfa*, 12; *Kowa*; *Queen Adelaide*, *Oscar II*, 16; *Myrmidon*, *Pathan*, 19; *Bayern*, *Benalder*, 23.

HOMEWARD BOUND:—*Volute*, *Hankow*, Jan. 9; *Benledi*, *Radnorshire*, 16; *Menelaus*, *Salanie*, *Ulysses*, *Oolong*, 19; *Palamed*, *Vindobona*, 23.

The M. M. Co.'s steamer *Sydney*, with the FRENCH MAIL of January 5, left Saigon on Monday, February 5, at 1 p.m., and may be expected here on or about Thursday, the 8th Feb. This Packet brings replies to letters despatched from Hongkong on Nov. 29.

The P. M. s. s. *City of Peking*, with mails, &c., left San Francisco for this port, via Yokohama, on Jan. 18.

The N. P. s. s. *Tacoma* left Victoria, B.C., for Japan and Hongkong on Jan. 18.

The P. M. s. s. *China*, with mails, &c., left San Francisco for this port, via Yokohama, on Jan. 30.

The s. s. *Catherine Apcar*, from Calcutta, left Singapore for this port on Jan. 30, and may be expected here on or about Feb. 5.

The P. & O. S. N. Co.'s s.s. *Shanghai* left Singapore for this port on Jan. 31, and may be expected here on or about Feb. 7.

The O. S. S. Co.'s steamship *Teucer* left Singapore on Feb. 1, and may be expected here on or about Feb. 7.

The Glen Line steamer *Glenesk*, from London and Straits, left Singapore on Feb. 1, and may be expected here on or about Feb. 7.

The D. D. R. s. s. *Lawang*, from Hamburg, left Singapore for this port on Feb. 3, and may be expected here on or about Feb. 10.

The China Mutual s. s. *Oanfa*, from Glasgow and Liverpool, left Singapore on Feb. 4, and may be expected here on or about Feb. 10.

THE M. M. Co.'s steamer *Sydney* left Saigon to-day, at 1 p.m., for this port.

H.M.S. *Pigmy* arrived from Manila yesterday.

TO-MORROW being China New Year's Day, there will be no issue of the *China Mail.*

DURING the week ending Feb. 4, 1894, 135 Europeans and 1,698 Chinese visited the City Hall Museum.

THE Portuguese gunboat *Diu* arrived from Macao this morning, having on board H.E. the late Governor, C. da Borja and suite, who are to leave for Europe on Wednesday.

THE China Mutual Company's steamer *Oanfa*, from Glasgow and Liverpool, left Singapore for this port yesterday morning, and may be expected here on or about the 10th inst.

FOR stealing a bag of camphor belonging to Messrs Melchers and Co., a bricklayer was sentenced by Mr H. E. Wodehouse, at the Magistracy this morning, to nine months' imprisonment with hard labour.

A COOLIE named Chan Sz was fined $125 by Capt. Hastings at the Magistracy this morning for having five mace of prepared opium in his possession. The alternative was three months' imprisonment.

ABOUT five o'clock yesterday afternoon, fire broke out in a dwelling house in Jervois Steet. The members of the Fire Brigade at No. 5 Station turned out, but Sergeants Gordon and Green and Constable Campbell were on the scene before them, and, with the aid of a few buckets of water, extinguished the fire before it got a hold on the building.

THIS morning, Mr H. E. Wodehouse committed for trial at the Criminal Sessions, Abdoolah Khan, private, Hongkong Regiment, who is charged with attempting to murder Havildhar Noor Mahommed of the same regiment. Surgeon-Capt. Borrodaile produced a bullet extracted from the injured man, and a water-carrier belonging to the regiment stated that the accused sent him with money to a shop in Victoria in order to procure a revolver, which the accused had already bespoken.

LIEUT. Thomson, R.E., who, the other day, was elected Hon. Secretary of the Golf Club in succession to Capt. Dumbleton, has also taken over the secretarial duties of the Hongkong Corinthian Sailing Club hitherto so efficiently and tactfully discharged by Lieut. F. Lindsey Lloyd, R.E. Captain Dumbleton and Lieut. Lloyd leave for home next week. These gentlemen have always taken a deep interest in the various forms of sport in the Colony, and their departure will be regretted.

THE present dirty weather has the effect of bringing into prominence the necessity for having more crossings, and clean-kept crossings, on Queen's Road and the streets on the lower level. At present there is a crossing from the Club to the Supreme Courthouse and a crossing from the Hongkong and Shanghai Bank to the steps leading to Beaconsfield Arcade. A crossing from Pedder's Wharf to the Hongkong Hotel would be appreciated by a large number of residents who have to make daily use of the ferry launch, and there are several points on our busiest thoroughfare where crossings might well be laid down, if the P.W.D. were to give the matter a little attention.

Owing to the Singapore-Saigon cable being broken, there is an interruption of direct communication between Hongkong and the Straits, Australia, Java, India and Europe by the Eastern line. Communication with these places is still open *via* the Northern line, and it is expected that the Eastern line will be in working order in two or three days.

John Thomas Cotton, foreman of works, who was charged with assaulting an earth-coolie at Quarry Bay on January 19, was discharged this morning, the complainant failing to appear.

We are advised by the Secretary of the Punjom Mining Co. to the effect that during the month of January the mill ran 25 days, crushing 500 tons, yielding 440 ozs. gold. The new machinery was expected to start working on or about Feb. 7.

China New Year Match.—A cricket match between The Club and the Navy will be commenced at 11 a.m. to-morrow and will be continued at 11 o'clock on Wednesday, the 7th instant. The undermentioned will play for the Club:—A. J. Leach, S. L. Darby, J. A. Lowson, C. M. Firth, F. Maitland, E. W. Maitland, E. Ezekiel, C. Platt, R. F. Lammert, E. Mast, F. D. Markham. The following will represent the Navy:—Lieuts. S. R. Olivier, L. Coxon, E. M. Hale, R. Growse, E. L. Leatham, Messrs. C. G. Taylor, P. Phillips, B. E. Waters C. Horsey J. P. Barton, Dr Iliewicz. By the courtesy of Admiral Sir E. Fremantle, Captain McQuhae and the Officers of the flagship, the *Imperieuse* Band will play to-morrow afternoon, and on Wednesday afternoon the Band of the Hongkong Regiment will play, by kind permission of Col. Barrow and the Officers of the Regiment.

News has reached Shanghai (says the *N.-C. Daily News*) of the death of Captain Henry Batten, who came out to China in 1856 and, after running for some time on the River, was in command in 1864 of the *Whampoa*, the first steamer to run between Shanghai and Ningpo. He afterwards joined the Customs and was Deputy-Harbourmaster here. Later, he was wharfinger at the Associated Wharves and then joined the C.N. Co. in command of one of the Company's river steamers, where he remained a good many years. Becoming ill, he had to go home, which he did in March, 1891. He died at Jersey prior to the 14th of December last and his remains were buried beside his parents in Rochester. During the last ten days of his life, he could not lie down. It is not so long since he wrote to friends in Shanghai very hopefully of his health and prospects.

The *N.-C. Daily News* of the 29th ult. says:—On Saturday occurred the ceremony of the 'closing of the seals' at the different *yamêns* at this port—and in the whole country for that matter—by which it is understood that for the space of one month, during the Chinese New Year holidays, no ordinary business is to be transacted by the government officials. In consequence there was no Mixed Court held by Mr. Tsai on Saturday, and the police cases were postponed until this morning. Taking advantage of the holiday, the Shanghai and French Mixed Court magistrates and the Taotai's interpreter, Mr. Zee, *chaperoned* by the Chancellier of the French Consulate, called upon the officers of the French man-of-war *Inconstant* now in port. The party were courteously entertained and taken over the ship.

A terrific gunpowder explosion occurred at Wuchang on the 22nd January and according to the first report upwards of a hundred lives were lost. Eye-witnesses inform us that the explosion occurred at about 3 o'clock in the afternoon, when an immense column of smoke ascended some three hundred yards, and then spread out like an umbrella. The concussion was felt at Hankow on the opposite side of the river. The explosion took place at the powder works at Huangtupu. According to a later report, twenty-six people out of thirty odd engaged at the works, and all the cattle used to turn the mill were killed. The prompt arrival of a number of fire engines saved the large magazine near by, otherwise the disaster would have been much greater. The results of this explosion, frightful as they were in the loss of human and animal life, would possibly in former times have been glossed over by the high authorities and reported to the Throne, as of slight consequence, the losses being made good by the officers immediately in charge, a way of doing things which has happened more than once in former days. But these easy times are past and all the officials of Wuchang and Hanyang, from the Viceroy Chang downwards, in any way connected with the accident, will have to suffer more seriously than would otherwise have been the case. This is owing to the recent memorial of H.E. Hsüeh, Chinese Minister to England, calling attention to the importance of proper care of the powder works of the whole empire, and with reference to which the Emperor's Rescript was particularly earnest, warning delinquents that no mercy would be shown to them for their carelessness of human life and government money.—*N.-C. Daily News.*

CANTON CHURCH SOCIETY.

An adjourned meeting of the Canton Church Society was held in the reading-room of the Canton Club, on Friday evening, Feb 3rd, under the Presidency of Mr F. S. Bourne, H. M.'s Consular Service.

The attendance was not large but very representative. The report as presented by the Hon. Secretary, Mr G. Fearon, was passed.

The chief business was the choice of a new board of Trustees. The result of the ballot was the election of Dr Rennie and Messrs Fearon and Dent. A resolution was passed calling on the Trustees to make a declaration, to be lodged with H. M.'s Consul in Canton, stating the origin and purpose for which the church in question exists. This will safeguard its interests and greatly help to prevent disputes arising concerning the church. There is no doubt that the Church was erected as an edifice of the Church of England. In view, however, of the fact that others besides British subjects have taken a large share in the erection and maintenance of this church it will continue to be available for the services of Protestant Churches other than the Church of England. For a number of years the Church has been worked on these lines without the slightest friction. It is to be hoped that the new trustees may be equally happy in their administration as their predecessors.

The present income of the church is insufficient to meet the current expenses, and in order to make good the deficiency, it is proposed to go back to the old custom of charging pew rents.

It is intended to thoroughly repair and paint the church at an early date. Fortunately, the indefatigable and genial Hon. Secretary is still on the board of Trustees, and that is a sufficient guarantee for everything being done in the best possible manner.

Cantoniensis.

HONGKONG RIFLE ASSOCIATION.

Nineteen members turned up on Saturday to compete for the Short Range Cup and Spoons—5 shots at 200, 500 and 600 yards. The light was tricky and scoring below the average. Commander Ashe, R.N., won the Cup for the third time and thus secures absolute possession. He also took the net spoon. Inspector Mann, Mr E. Robinson and Captain Palmer, O.S.D., were the winners of range spoons at 200, 500, and 600 yards respectively. Appended are the scores:—

	200 yards.	500 yards.	600 yards.	H'cap points.	total.
Commander Ashe, R.N.	29	22	17	8	64
Lieut. Pearson, R.N.	17	19	13	14	63
Lieut. Howell, S.K.L.	20	21	17	3	61
Mr E. Robinson	20	22	17	0	60
Mr G. C. Hayward	17	18	14	10	59
Sgt. McLennan, H.K.P.	21	20	15	2	58
Capt. Palmer, O.S.D.	19	14	19	6	58
Mr C. Ford	15	21	18	0	54
Mr A. Chapman	17	15	18	6	56
Inspector Watson	20	19	16	0	55
Inspector Quincey	13	9	8	20	55
Mr W. McDonald	15	16	16	10	51
Inspector Mann	22	14	12	0	48
Sergt. N. Gillies, H.K.P.	18	13	10	7	48
Inspector Butlin	14	11	8	12	47
Sergt. Duncan, H.K.P.	22	15	9	0	46
Lieut. Sadler, R.N.	18	11	9	8	46
Mr W. Carnegie	16	7	8	14	39
Lt.-Col. Mulcahy, O.S.D.	Retired.				

CRICKET.

A CO.'Y SHROPSHIRE LIGHT INFANTRY v. UNITED CIVIL SERVICE C.C.

Played at Happy Valley, and after a close and exciting game ended in a win for the Soldiers by 7 runs. Scores:—

Carroll, c Ceasar b Brett	0
Wilson, l.b.w. b Kerr	12
Cooper, b Brett	5
Gittens, c Kerr b Brett	3
Landmore, b Kerr	1
Aire, b Brett	4
Slanebury, b Brett	9
Gough, c Brett b Langley	1
Dingly, b Langley	17
Taylor, b Langley	8
Evans, not out	0
Extras	4
Total	64

McHardy, b Aire	9
Whybrow, c Cooper b Carroll	6
Kerr, c Landmore b Carroll	2
Langley, c Landmore b Carroll	9
Brett, b Carroll	1
Cumming, run out	5
Ceasar, run out	11
Ramjam, c Landmore b Aire	3
Nichol, b Carroll	9
Richardson, run out	0
Coutts, not out	0
Extras	2
Total	57

HONGKONG CORINTHIAN SAILING CLUB.

GARRISON CUP RACES.

The Garrison having given a cup to be sailed for by the fleet of the Corinthian Sailing Club in a series of three races the first race was sailed yesterday in most disagreeable weather. Rain fell, more or less, throughout the day, making it anything but pleasant for the amateur yachtsmen, and the gusty wind and rough sea were most trying to the majority of the boats. The *Ladybird*, at an early stage of the race, was thrown on her beam ends and became unmanageable, so she had to be brought back to her moorings. In the same squall the *Kitten* also got badly tossed about, but got through it all right, and seemed to be going well when she tried to ram a sailing ship and got her forestay carried away. Amongst the bigger boats the *Stella* performed in her latest and most improved form, but had the race been a longer one it is just probable that the *Dart* would have asserted her superiority and overhauled both the *Stella* and the *Payne*. The *Cam* was once again steered by Mr Meak, who got her home before the *Petrel*, and rather more than eight minutes before the *She*, which again took the second place in her class.

There are two prizes in this race. The first will be taken by the boat gaining the greatest number of marks in the three races; the second prize will go to the boat in the opposite class to the winner of the first prize which gains the greatest number of marks in her own class. Thus:—if a first-class boat win the first prize, the winner of the second prize will be determined by giving the 1st, 2nd and 3rd second class boats in each race 10, 4 and 1 marks respectively; the winner of the highest aggregate marks so computed taking the prize.

Appended are details of the race:—

Course—From the Submarine Mining Pier, Wellington Barracks, round Channel Rocks, White Fairway Buoy, Stonecutters' Island and back (leaving all to starboard); 14 miles.

Starters:—

Payne	Royal Engineers	scratch.
Dart	53rd Regiment	1 min.
Stella	Sterling	1 min.
Petrel	Royal Artillery	1½ „
Ladybird	Wilkinson	3 „
Cam	Howell	3 „
Pearl	Denison	6 „
She	Gale	8 „
Elfin	Lammert	12 „
Kitten	Murray	12 „
Seabreeze	Westcott	12 „

For the first time for a considerable time all the boats were started together, and as everybody was on the alert near the line awaiting the signal to go, there was rather a jam. The *Payne* got away first with a very fair lead, followed by the *Kitten* and *She*. The second-class boats were quickly dropped, and the *Payne*, *Dart*, *Petrel*, and *Ladybird* worked the Hongkong shore on the beat out to the Channel Rocks, while the rest of the fleet made a big board across to the Kowloon shore. The *Payne* was getting away from everybody, when a squall came down and simply knocked the boats on the Hongkong side out of time. About 10 minutes were lost shifting jibs and taking in reefs. The boats on the other side of the Harbour did not feel the squall with the same force, but were compelled to reef. It was in this squall that the *Ladybird* was damaged, and she gave up at once. When the boats got under way again the *Stella* and *Cam* both crossed the *Payne*, and the three got away from the *Dart*. From this point the *Stella* sailed very well indeed, and going round the Channel Rocks was some seven minutes ahead of the *Payne*. The *Cam* shook out her reef too soon on approaching the rocks, and thus allowed the *Payne* to get in front of her and round the rocks some four minutes ahead. The *Dart* came along close up to the *Cam*. After getting round the Channel Rocks there was not much in the race, except that the *Dart* caught the *Cam*. Going down to the Fairway Buoy spinnakers were set to port, and a jibe was next made across the Harbour, followed by a free reach up to Stonecutters. As the wind dropped away the *Payne* steadily caught the *Stella*, and the *Dart* outpaced both of them, but the race was over before she could quite catch up to them. The *Elfin*, on time allowance, beat the *Pearl*. The times at the finish were:—

	H.	M.	S.
Stella (10 marks)	2	9	30
Payne (4 „)	2	11	—
Dart (1 „)	2	15	40
Cam	2	19	5
Petrel	2	24	30
She	2	27	30
Pearl	2	36	15
Elfin	2	36	55
Seabreeze	2	43	—

In the event of the first prize going to a first-class boat, the points scored by the second-class boats in this race will be as follows:—

Cam	10 marks.
She	4 „
Elfin	1 „

SUPREME COURT.

IN COLONIAL COURT OF VICE-ADMIRALTY.

Before His Honour Sir Fielding Clarke, Chief Justice, with Commander Ashe, R.N., as Nautical Assessor.

Monday, February 5.

THE COLLISION OFF THE SAILOR'S HOME.

The Court resumed this morning in the Admiralty suit in which the owners of a Chinese cargo-boat sued the owners of the steamer *Kwong Hoi* for $3000 in respect of damages sustained through a collision between the junk and the steamer in the Harbour, off the Sailor's Home, on the night of 13th December last.

Mr A. J. Leach, Q.C., instructed by Mr E. C. Ellis (of Mr V. H. Deacon's Office), appeared for the plaintiffs, and Mr J. J. Francis, Q.C., instructed by Mr H. L. Dennys, for the defendants.

Mr Francis said he had agreed with his friend not to submit any more arguments, and left the case with his Lordship for decision.

His Lordship—I think this case is about as clear as any case can be where there is conflict of evidence. I have no doubt as to the conclusion I should arrive at. It appears that on the 13th December the plaintiff's cargo boat had been taking in a load of sugar from a steamer called the *Decima* between 11 and 12 o'clock at night. It then came on to blow heavily, and loading operations were consequently stopped and the boat had to leave the steamer's side. The evidence for the plaintiff is that she went from the *Decima*, which was lying somewhere off the Harbour Master's office, to a point on the Praya which was designated as the Tang Hing lane, and finding the water was too rough to anchor in that neighbourhood with the boat loaded she proceeded in a westerly direction hugging the Praya, passed the wharf known as Jardine's Wharf, and when clear of Jardine's Wharf and between Jardine's Wharf and the China Merchant's Wharf she was run into and sunk by the defendants' steamer. It was then about 11.30. The defendants' steamer was approaching from the westward to her wharf, which was Jardine's Wharf, and at the time of the collision she must have been going dead slow, and wherever the exact point of the collision was—that has not been definitely fixed by the evidence—it was somewhere between the two wharves which are a very short distance apart, and she must have been then a few yards from her own wharf. These facts are perfectly clear. That being the case there is no doubt about the respective duties of the two vessels. The cargo boat was under statutory obligation to carry a bright light, visible all round, at a height of at least 10 feet above the gunwale. If she had carried that light she would have been visible to the steamer, and it was in that case the steamer's undoubted duty to keep out of her way. Therefore, the question really resolves itself into whether the cargo boat had the light she was obliged to carry. That is purely a case for myself, and I have to judge it on what I consider the value of the evidence. Now, I think the plaintiff's evidence on that point taken by itself is very unsatisfactory—there are one or two subsidiary points which I have to notice; but that is really the main question, whether she had a light. According to the plaintiff, the cargo boat was taking every possible precaution. She had a bright light slung to a bamboo which was hoisted at the bow at a height of a little over a *cheung's* length over the gunwale, and plaintiff's witnesses say she had a light slung between two posts at the stern and raised a considerable height also, and further, in case of emergency, there was a third light which was kept between two baskets of sugar, which was not visible, which was obscured by the baskets of sugar, and which was meant to be raised and waved in case any boat should be seen in the way. Of course, there were questions put to the various witnesses with regard to the existence of the principal light, the light, which, if the plaintiff's evidence were true, fulfilled the statutory obligations, namely, the light at the bow, because there is some doubt as to the light at the stern. The plaintiff has said that the light was there, and that immediately after the collision—the morning after—he found it with the cargo boat, floating on the water, still attached to the bamboo. He was asked about the bamboo, and he said he allowed it to drift away because it was of no value. Another of his witnesses was asked whether he saw the bamboo after the accident. He replied 'No, he did not find the bamboo,' but he was sent next morning by the plaintiff to look for it and did not find it; and he further explained his evidence by saying plaintiff told him to look for any bamboos which could be found. Well, if that is so, of course the suggestion arises—Why did the plaintiff give this strange account that he did not want the bamboo; it was of small value and did not have a hook attached to it? Another witness says he did not see the bamboo after the collision; that it was a bamboo with a hook in it; and that if there was a hook in it it would make the plaintiff all the more anxious to recover it. That is a small point, but it throws doubt upon the evidence of the plaintiff. There is another matter which strikes me as showing that the plaintiff's evidence and that of his witnesses is not very credible, and that is the account they gave of what they saw, when the steamer first came into sight. Now, their case is that not only in respect of lights but in every other respect they were taking every possible precaution. They had men at the bow purposely to look out, and four men at the stern sitting on the oars to use the oars in case necessity arose; and of these men, besides the plaintiff, three are produced. Now, the plaintiff says that when he first saw the steamer it was in the direction of the point of the China Merchants' wharf or considerably further away. He saw it he says at the distance 100 and some scores of *cheungs* distance—a *cheung* we are told is 14 feet. That would place it at more than a quarter of a mile distant when he saw it. He says he was close to the davits of the boats opposite the Sailors' Home, and almost immediately after—he could not say twenty words in the time—he was struck by the steamer; and all the other witnesses place it differently, but say it was a considerable distance when they first saw it and that it was a very short time before the collision. I think that in the simplicity of their minds they wish the Court to conclude that the steamer was coming at great speed full-tilt against the Praya, and was stopped only by the collision with their junk; but the conclusion I have come to is that none of the people on board the junk saw anything whatever of the steamer until it was close on them, and that shows that their evidence as to the extreme care and caution exercised by them is not to be relied on. My strong impression is that these men, having finished their work of loading sugar, and it being a very cold night, were going along in a very careless manner and without paying any attention to the course, and that the only man who was awake and on the look-out (if awake at all) was the man at the helm; he probably was going without taking much care, keeping parallel with the Praya, and so he did not see the steamer as soon as he would in the open. Had their story been probable, and had the steamer been the distance away that they suggest, there is not the slightest doubt in my mind (and the Assessor agrees with me) that the cargo-boat would, by following her course, have got out of the way of the steamer. This evidence though in itself not a very important point, about the exact place where the collision occurred, assists me in coming to a conclusion in regard to the value of the plaintiff's evidence about the requisite lights having been exhibited. I do not believe the evidence brought by the plaintiffs, that there was a light slung on a bamboo forward and another hoisted above the stern. They produce two lamps here in court—one new-looking but a little rusty, and the other a very old one, which I am convinced could not have been used for a considerable time. They says these lamps were taken from the junk after the collision, and they produce another one, a new one, to show me which was in the middle of the boat, and which was kept for the purpose of being waved; this one they say was lost in the collision, but the other two, being attached to a bamboo and a piece of wood, were recovered. I have no doubt that the newer of the two lamps was in use and that the other one was not, and I do not believe that any lamp was lost. I believe that one was in the middle of the boat, where, as they themselves say, it would be obscured by the baskets of sugar—and that was the only lamp used on the junk. That is the only possible conclusion I should be disposed to come to on the face of the evidence brought by the plaintiffs themselves; while the evidence of the defendants seems to me to be perfectly clear and consistent all through. I believe, and the Assessor advises me that it is his opinion also, that there is no evidence of want of caution on the part of the steamer in any respect whatever. He advises me that if there was no lamp hung up on the cargo-boat, as provided by the regulations, ten feet above water, it would be impossible (considering the state of the weather on a clear dark night) to distinguish any object in front of the steamer until right upon it, unless such object was demonstrated by a light. The steamer slowed down some two minutes before reaching the China Merchants' wharf and whistled as she approached the shore; she was going dead-slow after passing the China Merchants' wharf, the captain, who was with the 'No. 1 pilot' on the bridge, both with night-glasses in their hands, suddenly saw a light flash up under the bows of the steamer; while the mate, who was in the bows (his proper place, as I am advised), also saw the light flash up suddenly, and he called out to the captain; and he says that as he called out, at the same moment, he heard the telegraph-bell from the bridge to the engine-room. The captain tells us that immediately he saw the light he telegraphed 'stop' and 'full speed astern,' and at the same moment hearing the mate call out he gave the order 'hard-a-starboard,' which I am advised by the Assessor was the best and in fact the only right and proper thing to do. The captain thought the light appeared to be a fixed one, but the mate says he saw it being waved about; and that agrees with the plaintiffs' evidence, that at the moment of collision the one light in the middle of the boat was lifted up and waved. The captain is perfectly certain that he would have seen a light if there had been one visible, and if the cargo boat had been carrying a light, as ordered by the Ordinance, ten feet above the gunwale, he would have seen it—'Why did you not see it?'—'Because it was not there'—that is, I think, a full explanation of the case. I have not the least doubt in my mind that the junk was not carrying a light as required by law, and I have not the least doubt that every proper precaution was taken on board the steamer; I have not the least doubt that the evidence for the plaintiff is the result of a fraudulent conspiracy between himself and his witnesses, supported by suborned testimony, and under these circumstances the conclusion I arrive at is that the defendants should have judgment with costs.

RUSSIA AND CHINA IN THE PAMIRS.

The most important and significant piece of news that has come from Peking for many a year reached us to-day through a channel that is usually to be relied upon in matters of *la haute politique* in China. It is that Count Cassini, the Minister Plenipotentiary and Envoy Extraordinary of the Czar to the Chinese capital, has received the highest decoration which lies in the power of the Emperor of China to give,—namely, the *Shuang Lung*, or Double Dragon, First Division, First Class. This honour is a very unique distinction indeed, only conferred upon monarchs and princes of reigning houses, and we venture to say off-hand that no Foreigner now resident in China has been similarly honoured, even Sir Robert Hart himself only holding the Second Division of the order. Count Cassini must therefore have rendered very extraordinary services to the Chinese, or they must be extremely anxious to propitiate the Russian Minister, and to shower radiance upon the Russian ruler by deputy, or rather by reflected light. Our informant supplies the explanation, and we think that while no written proofs will be found to substantiate it, the explanation will be fully justified by momentous events in the near future, and in a manner very disquieting and disillusioning to the wiseacres who have been preaching at home and abroad the value of a friendly understanding, if not an actual alliance, with China, as a counterpoise to the southward march of the Muscovites. Count Cassini is entitled to great credit for the manner in which he has stolen a march upon all his diplomatic colleagues, and counteracted the efforts of the British Minister to promote a distinct understanding with the Chinese upon the Pamir question, for the new wearer of the Double Dragon has certainly done both with signal success. The reasons which have weighed upon the Chinese Government to thus single out the Russian Minister and distinguish him above all his colleagues are, we believe, briefly these: First of all, Count Cassini, while believed to hold strong views upon the Audience Question and as to the nature of the place where that ceremony should take place, has religiously refrained from making himself disagreeable upon that point, upon which the Chinese Government set infinitely more store than most people imagine; in the next place, Count Cassini has largely aided the Chinese in establishing direct and profitable telegraphic communication with the rest of the world, without coming to terms with private telegraphic enterprises, besides giving her the benefit of the International Telegraph Convention's rules while enabling her to remain outside the Convention; and in the third place, perhaps most important of all, he has come to an understanding with China upon Korea, which is to be for the future guaranteed against any Russian designs, a stop being put at once to all Russian machinations in that direction which China is particularly sensitive about. In short, Korea is to be left in the peaceful possession of China as far as Russia is concerned, and Russia is the only quarter from which Korea runs any serious risk of annexation or dismemberment. When the Czar's government is in such a generous mood, anyone with the most rudimentary acquaintance with Russian diplomacy naturally expects to find something very much bigger in the background, and the present example of Russian complacency furnishes a splendid case in point. In return for the consideration which the Russian Minister has procured for China in the Korean question and on the two subsidiary matters, *China has come to a secret understanding with Russia to abandon her claims in the triangular dispute about the Pamirs, thereby leaving Russia a perfectly free hand to negociate or dispose otherwise of that matter with Great Britain direct.* The value of this object surrender on the part of China to Russia will be as well appreciated by those fatuous advisers of the British Government, who have been misleading the Foreign Office in London as to the sincerity and value of Chinese support, which they said England might count upon in any dispute with Russia in the Pamir region as it will be in Russia. They have been woefully deceived by the appearances of warlike preparation, and the assurances of Chinese support given by the high Chinese officials in Peking and by the Chinese Minister in London, while all the time the Chinese were quietly coquetting with the Russian Government in St. Petersburg and with the Russian Minister in Peking, with the object of trading off their very shadowy rights in the Pamir plateau for the best bargain in the way of substantial advantages in other quarters. The diplomacy of the Chinese has been of exactly the same character as that of the clever diplomatist of the race, of whom we have been told it is only necessary to scratch them to find a Tartar, and the straightforward course of British diplomatic methods is no match for either, and much less for both combined. China having agreed to stand neutral in regard to the Pamirs, Russia has now a free hand with England, and it remains to be seen what use she will make of it. The issue will naturally be greatly narrowed down by the scuttling of China from the scene of trouble, and the momentary advantage will doubtless be with Russia, or she would not have been so wonderfully complacent upon the other points. The exposure of the hollowness and duplicity of Chinese assurance will, however, give a great shock to the Chinophiles in England and to the high military authorities who have been spouting about the marvelous but latent martial prowess of the Middle Kingdom. As we have always belonged to the unpleasant class who have endeavoured constantly to show up the dishonesty of the diplomatic methods of China, and of her absolute rottenness as a military ally, we are not by any means disposed to lament over the loss of the assistance of the Chinese in the Pamirs, for we never believed it could have any real value. Far better that the people at home understand, before it is too late, that the Chinese never can be depended upon as allies, and least of all against the Russians, of whom they stand in constant dread and with whom they have much in common. But postponing her designs upon Korea does not by any means imply that Russia has finally abandoned them, for when she has played her cards in Central Asia, she will be in a better position to return to her programme in the Peninsular Kingdom.—*Shanghai Mercury.*

NEWS BY THE AMERICAN MAIL.

WAR TALK IN ENGLAND.

London, January 6.—English war alarmists at last have something tangible to talk about. The country is genuinely aroused to-day by the news of the killing of British officers and men by French troops in West Africa. The affair is regarded on all sides as of grave international import, but public comment is reserved in tone until more facts are learned.

Half a century ago such an incident would have been regarded as tantamount to a declaration of war. Now, the only effect seriously dreaded is that the event may aggravate the existing popular hostility between the two countries. This hostility on the part of Great Britain during the critical phases of the Siamese difficulty and the outbursts of hatred of England in France has been no deeper than the irresponsible criticism of people who are not to be taken seriously.

To-day, however, John Bull's blood is up. Bellicose talk is the burden of all conversation. It will not suffice for France to say the affair was an accident. According to the present view, she must apologize, explain the presence of her troops in the British sphere of influence and pay a handsome indemnity.

When the popular passion cools and the matter reaches the slow stage of diplomacy, it will appear whether France's profession of peaceful desires is really sincere. The French manner of treating the incident will, in a word, be a valuable indication of the real drift of European affairs. If her apology is half-hearted and she shows an unwilling spirit in complying with the demands of decency, the situation will assume a graver significance than all the talk of alarmists has created.

The popular uneasiness had shown signs of quieting for several days before to-day's ugly news arrived. The *Times*, *Telegraph* and *Standard* have continued to emphasize the national danger. The favorite form of putting the case is to accuse the Gladstone Government of being guilty of gambling with the national existence as the stake of the game.

Paris, January 6.—The Cabinet held a council this morning on the Sierra Leone affair. It was decided, if the reports so far received prove true, that France will not contest the making of reparation. It is believed this will avert serious consequences.

DEATH OF A NOTED TRAVELER.

Galveston, January 6.—A *News* San Antonio special says: Dr Blinton Cavendish, the noted English traveler and scientist, died in Mexico yesterday, aged 55 years.

TRUTH ABOUT THE BAVARIAN SCANDAL.

Berlin, January 6.—There may be even yet an astonishing story behind the romantic marriage of Princess Elizabeth of Bavaria, granddaughter of the Emperor of Austria, and Lieutenant von Siegfried.

The alleged fact that the family of the Princess consented to the marriage only after the young lady had overcome the opposition of her imperial grandfather has been published, but an organ of the Catholic clergy and of the Center party here has published the additional statement that the consent of her parents and the Emperor was only granted after the Princess had compromised her reputation by eloping with her lover and remaining with him several weeks without the sanctification of an ecclesiastical marriage.

Germania, the newspaper in question, has since published a qualified correction, but only to the extent of saying that the church ceremony probably was gone through with immediately after the elopement.

Princess Elizabeth, it will be remembered, was supposed to be the destined bride of the son of the present heir presumptive to the Austrian throne, who succeeded to that dignity through the suicide of Crown Prince Rudolph. It is said in Vienna that a marriage has undoubtedly taken place, but in an exceedingly private, not to say secret, manner in an obscure town or village in Bavaria.

It is announced that Baron Von Siegfried, who was released from the Bavarian army, has been appointed lieutenant in the Austrian army. As he had only been gazetted to the lowest subaltern rank and has to join a Silesian regiment, garrisoned in a remote part of the country, it is not unnaturally assumed that he is in serious disgrace.

ENGLAND'S ENORMOUS NAVAL EXPENDITURE.

London, January 7.—Coincident with the warlike news from Africa comes the announcement of the Government naval programme, which practically is a full surrender to popular demands. The cost of the four battle-ships, two first-class cruisers, four of the new type of gunboats and twelve torpedo boat catchers, all to be built at once, will be $30,000,000, in addition to the ships already planned and begun. Add all this to the ordinary expense of the maintenance of the vast navy, and it will be seen that the Government has committed itself to a heavy increase in the naval budget, and consequently in taxation.

It must be admitted that Mr Gladstone has been extremely maladroit in the whole matter. This has been another of the peculiar tardy concessions to a popular mandate, which, in the course of his career, have several times enabled his opponents to reap all the advantages of a policy which might as well as not have been his. When the country grumbles over the payment of the enormous bill next summer it will avail nothing to the Government to say that it incurred it unwillingly.

It is estimated that Lord Rosebery has been for some weeks the most pessimistic statesman in the country. The last time he made a public allusion to foreign affairs his rather dark, though vague, comments excited much interest, but they were generally ascribed to a passing cloud. Still blacker hints are now credited to him.

There is a great appetite for technical information of the European situation just now, and the highest military, naval and financial authorities are freely quoted. The most important point agreed upon is that France has not only reached the highest possible point of military development, but, that she cannot much longer maintain it without sacrificing the financial superiority which she now enjoys.

THE SICILIAN TROUBLES.

Rome, January 7.—A crowd of workmen to-night assembled in the Trans-vere quarter and marched to the center of Rome, bearing two red flags and shouting: 'Long live socialism! Long live Sicilian martyrs!' The police were on guard at the passage of the Garibaldi bridge and ordered the crowd to disperse, but the mob opened fire on the police with revolvers, and during the riot which followed a policeman was stabbed with a dagger. Finally the police succeeded in dispersing the crowd and capturing the two red flags and two anarchists.

Handbills were yesterday evening thrown about from the galleries of the theaters inscribed 'Down with the people's sweaters and taxes!' 'Long live the Sicilian martyrs!' Several anarchists who threw the handbills were arrested.

A mob yesterday evening attacked and disarmed a Corporal for refusing to join in seditious cries, and afterwards brutally beat with cudgels some gendarmes. A sharp conflict followed between the police and the rioters, ending in the dispersal of the mob. Four arrests were made, and two gendarmes were injured.

A manifesto signed by several socialist Deputies has been circulated at Modena. It says the Deputies are going to Sicily to force the Government to take proper and beneficent measures to restore peace. The socialist Deputies call on the people to organize popular meetings throughout Italy in order to protest against the 'designed violence of the Government and to check the vain resistance of our oppressed brothers,' and exhorting them to harbor their strength for future needs.

A dispatch from Palermo says that General Lavrione, the military commander there, has issued a proclamation to the Sicilians declaring his earnest desire to reassure the peaceful minority of the population, and intimating that he is preparing to strike a speedy and decisive blow at the agitators. The General appeals for aid to all good citizens in suppressing disturbances.

MORMONS WITHOUT WIVES.

Chihuahua, (Mexico), January 7.—A party of Mormon converts from Indian Territory who have arrived at Santa Rosalie, where the new Mormon colony is located, are not satisfied with the new location, and several have already left for their old home in the United States. One of the dissatisfied converts has reached here, and states that instead of being provided with a number of wives, as they had been led to believe they would receive, they were not given one.

A STEAM BICYCLE.

Boston, January 7.—Twenty-three years ago Dr. W. H. Libbey invented a 'no-horse-to-feed' three-wheeled carriage, propelled by the feet with an endless chain. This was the invention from which sprang the bicycle of to-day. Now he comes forward with another invention, a steam bicycle, which is destined, as many believe, to revolutionize the bicycle world and to supersede many other means of locomotion. For a long time Dr. Libbey has been working on this new machine, and a few weeks ago he completed it and applied for a patent.

The invention consists of a front wheel and a rear steering wheel, having double tread, the two being connected by a light framework, to which is secured a casing, divided so as to form a water reservoir and boiler. To the sides of this are secured the steam cylinders, the piston rods of which are connected by a pitman to the cranks of the axle of the front wheel. The front wheel is mounted in a vertical fork, secured to or forged in one, with a backbone of the loop pattern. At its rear end it is made double or forked, and the prongs extend over the center of the rear wheel and embrace the upper end of the steering-post of the fork in which the wheel is mounted. To the frame is secured a casing of sheet metal which is divided by two horizontal partitions, so as to form a water reservoir, boiler and lamp chamber. On each side of this casing is secured a steam cylinder, the piston rod of which is connected by a pitman to a crank on the axle of the front or driving wheel.

The inventor claims that sufficient heat can be generated in the boiler described to drive the machine at a speed of from fifteen to twenty miles an hour.

When the machine is completely fitted it will weigh little more than 100 pounds, and the water supply will add less than fifty pounds more to the weight. Dr. Libbey has not yet had a model of his invention built, but as to the complete success of the new bicycle he has no doubt. Dr Libbey is a native of Boston, having been born fifty-eight years ago.

LOSS OF A SPANISH STEAMER AS THE RESULT OF A COLLISION.

London, January 8.—A heavy fog was on the channel all day. The steamer *Paris* lost three blades of he screw yesterday while entering Calais and was towed from Calais to Dover.

The British steamer *Esk*, with coal, off Lowestoft last night during the fog struck the Spanish steamer *Musques*, ore laden and bound from Bilbos for Middlesborough. The Spanish steamer sank stern first in a few minutes. Twenty-two of the crew were rescued, but two were drowned. The *Esk* was badly damaged.

THE MONETARY CONFERENCE.

London, January 8.—A note from Baron Selvyns, late Belgian Minister to England, to the Secretary of State for Foreign Affairs, dated November 23rd last, has been made public. It says Belgium had received a dispatch from the State Department at Washington saying the President did not feel called upon, under the circumstances, to ask that the monetary conference be convoked.

A CALIFORNIA BEAUTY WINS A TITLE.

London, January 8.—The *Times* announces the coming marriage of Viscount Deerhurst, son of the Earl of Coventry, and Miss Virginia Bonynge, daughter of Charles William Bonynge of California. The engagement has created a great stir in society. Mrs. and Miss Bonynge are at present visiting in the country, and Viscount Deerhurst is staying at the same house as Mrs. and Miss Bonynge. Mr. Bonynge is now in the United States and nothing has been definitely arranged in regard to the wedding, which will probably take place in May.

Miss Virginia Bonynge, whose engagement to Viscount Lord Deerhurst is announced in the foregoing dispatch, is the adopted stepdaughter of C. W. Bonynge, who was some years ago a prominent operator in mining stocks in this city. She was born twenty-five years ago in Grass Valley. Her father was William Daniels, then the owner of the Allison mine, one of the most valuable mining properties of Nevada county.

He died in the County Hospital at Battle Mountain, Nev., while on his way East. He left the train there and wandered into the desert. Several days later he was found in a dying condition and expired soon after his removal to the hospital.

C. W. Bonynge married the widow and for some years the family resided on Sutter street. Bonynge left here in 1877 and spent several years in traveling. Miss Bonynge was a tall, slender blonde of 15 years when the family left San Francisco and took up residence in London in 1884.

Miss Bonynge was well received in London society when she made her appearance about six years ago, and has been considered one of the belles. She is on intimate terms with members of the royal family, and the father of the Viscount is one of the close friends of the Prince of Wales.

Five years ago she became engaged to Lord Cantelupe, the eldest son of the Earl of Delawar. The engagement, however, was broken off. Lord Cantelupe subsequently lost his life while on a yachting trip in the Irish sea.

Miss Bonynge's portrait, painted by Cabanel and exhibited in the Paris Salon, attracted much attention some time ago. She is blessed with beauty of the rare blonde type, and has a most attractive manner. She will figure as the first California-born girl who has won a coronet.

Her sister, Louise, is the wife of Major John Maxwell of the Forty-second Highlanders, who was military secretary in Egypt.

Miss Bonynge is the heiress to a considerable estate, besides having a large income from property in New York in her own right.

Viscount Deerhurst is a young man 28 years of age. Being the eldest son of the Earl of Coventry, he will come to the title. The family is one of the oldest in England and has large estates at Malvern, in Worcestershire. The Viscount has seen some active service in the army. He was located at the Cape of Good Hope and also in Australia for some years.

The engagement has been announced, notwithstanding some objections on the part of the father of Miss Bonynge.

C. W. Bonynge was seen last evening at the Palace Hotel. After stating that he had just received a cablegram from London which informed him that the engagement had been announced, he continued: 'I was opposed to this engagement on general principles.' In explanation Mr. Bonynge remarked that he did not favor such international alliances.

Exchange.

Hongkong, February 5, 1894.

On London—	
Bank, Wire,	2/2¼
„ On demand,	2/2¾
„ 30 days' sight,	2/2¾
„ 4 months' sight,	2/2¾
Credits, 4 „	2/3
Documentary, 4 months' sight,	2/3¼
On Paris—	
On demand,	2.75
Credits, 4 months' sight,	2.83
On Berlin—Demand,	2.24
On New York—	
On demand,	53⅞
Credits, 60 days' sight,	55⅜
On Bombay—	
Wire,	184¼
On demand,	184¾
On Calcutta—	
Wire,	184¼
On demand,	184¾
On Shanghai—	
On demand,	72¼
30 days' sight, private paper	73
Gold Leaf, 100 fine (per tael)	$45.30
Sovereigns (Bank's buying rate)	$8.38
Silver (per oz.)	30⅞

HONGKONG REGISTER.

	Previous day at 4 p.m.	On date at 10 a.m.	On date at 4 p.m.
Barometer	30.07	30.16	30.11
Temperature	59	61	58
Humidity	90	98	96
Direction of Wind	E	—	E
Force	2	0	2
Weather	od	od	od
Rain	—	0.23	—

Highest open air temperature on the 4th ... 61

Lowest open air temperature on the 4th ... 56

F. G. Figg,
First Assistant.

Hongkong Observatory, Feb. 5, 1894.

Mails.

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THE Steamship *MALWA*, Captain H. T. WEIGHELL, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, on THURSDAY, the 15th February, at Noon, taking Passengers and Cargo for the above Ports. (This Steamer connects at Bombay with the Steamship *CARTHAGE*, which Vessel takes on her Cargo for LONDON, viâ SUEZ CANAL, leaving that port on the 10th MARCH, 1894).

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed viâ Bombay.

Parcels will be received at this Office until 4 p.m. on the day before sailing. The contents and value of all packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to

E. H. JOSEPH,
Superintendent.

P. & O. S. N. Co.'s Office,
Hongkong, February 1, 1894. 238

U. S. Mail Line.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

City of Peking (via Nagasaki, Kobe, Inland Sea and Yokohama)	FRIDAY, Feb. 23, at daylight.
China (via Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu)	W'NESDAY, Mar. 7, at daylight.
Peru (via Nagasaki, Kobe, Inland Sea and Yokohama)	SATURDAY, Mar. 24, at daylight.

THE U. S. Mail Steamship *CITY OF PEKING* will be despatched for SAN FRANCISCO, viâ NAGASAKI, KOBE, INLAND SEA and YOKOHAMA, on FRIDAY, 23rd February, at Daylight, taking Passengers and Freight for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point *en route.*

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First Class Passengers have full choice of any of the Overland Routes, including CENTRAL PACIFIC, SOUTHERN PACIFIC, UNION PACIFIC, NORTHERN PACIFIC, and DENVER and RIO GRANDE RAILWAYS. They can also travel over the CANADIAN PACIFIC RAILWAY, on payment of $10 in addition to the regular tariff rate.

Parcels by any of the various routes can be sent on application.

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Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States, should be sent to the Company's Offices in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to Passage and Freight, apply to the Agency of the Company, No. 72, Queen's Road Central.

J. S. VAN BUREN,
Agent.

Hongkong, February 1, 1894. 233

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SANTAL-MIDY entirely different from the santal oil of the Indian Bazaars, is superior to Copaiba, Cubeb, or injections, and free from all bad smell or other inconveniences.

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SANTAL-MIDY is contained in small round Capsules, each of which bears the name ... in black letters, without which none are genuine.

SANTAL-MIDY Beware of Imitations. All other Capsules or mixtures contain impurities, resins, oils, &c., and are worse than useless.

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(SUBJECT TO ALTERATION).

Tacoma	Tuesday	February 27.
Mogul	Tuesday	March 20.
Victoria	Tuesday	April 10.

THE Steamship *TACOMA*, Captain J. HILL, sailing at Noon, on TUESDAY, the 27th February, will proceed to VICTORIA, B.C., and TACOMA viâ SHANGHAI, INLAND SEA, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Points, and to Canadian and United States Points.

Consular Invoices of Goods for United States Points should be in quadruplicate; and one copy must be sent forward by the steamer to the care of The Freight Agent Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office with address marked in full by 5 p.m., on the day previous to sailing.

For further information as to Passage or Freight, apply to

DODWELL, CARLILL & Co.
Agents.

Hongkong, January 24, 1894. 171

Intimations.

NOW READY.

Vol. XXI.—No. 2.

'CHINA REVIEW'

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A New Book by J. J. M. de Groot.
Proverbs in Daily Use among the Hakkas of the Canton Province.
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Hongkong, November 21, 1893. 2008

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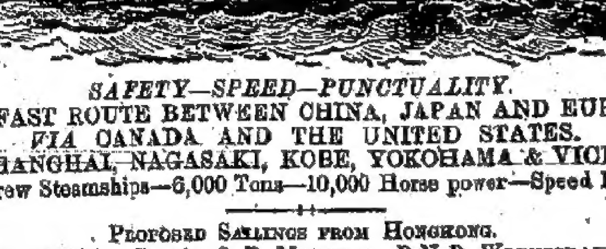
1894.  1894.

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PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. MARSHALL, R.N.R., WEDNESDAY, 21st Feb.
EMPRESS OF JAPAN...Comdr. G. A. LEE, R.N.R., WEDNESDAY, 21st March.
EMPRESS OF CHINA...Comdr. R. ARCHIBALD, R.N.R., WEDNESDAY, 11th April.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANSCONTINENTAL TRAINS OF THE CANADIAN PACIFIC RAILWAY leaving there daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

EXCURSION TICKETS to San Francisco Midwinter Fair, CIRCULAR PACIFIC TICKETS Hongkong to Vancouver, Vancouver to Sydney Australia via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months £100.

The attractive features of this Company's route, embraces its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANSCONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Line passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, etc., apply to

D. E. BROWN, *General Agent,*
PEDDER STREET.

Hongkong, January 24, 1894. 177

SHARE LIST.—QUOTATIONS.—FEB. 5, 1894.

Stocks	Nos. of Shares.	Value.	Paid-up.	Closing Quotations, Cash.
BANKS.				
Hongkong and Shanghai B. Cor	80,000	$ 125	all	100 % prem., sales & sellers
New Issue				
Bank of China, Japan and Straits, Ld.	99,875	£ 10	£ 1.15	nom.
	*1,250	£ 1	£ 1	nominal
National Bank of China, Limited	...	£ 10	£ 8.10	$25½, sellers
MARINE INSURANCES.				
Canton Insurance Office Co., Ld.	10,000	$ 250	$ 50	$136, sellers
China Traders' Insurance Co., Ld.	24,000	$ 83.33	$ 25	$54, buyers
North-China Insurance Co., Ld.	5,000	£ 200	£ 50	Tls. 140, buyers
Straits Insurance Co., Ld.	30,000	$ 100	$ 20	$13½, sales
Union Insurance Society Co., Ld.	10,000	$ 250	$ 25	$98, sales and buyers
Yangtsze Insurance Association, Ld.	8,000	$ 60	all	$62, buyers
FIRE INSURANCES.				
China Fire Insurance Co., Ld.	20,000	$ 100	$ 20	$83
Hongkong Fire Insurance Co., Ld.	8,000	$ 250	$ 50	$210
Straits Fire Insurance Co Ld.	20,000	$ 100	$ 20	$14, sellers
DOCKS.				
H'kong & Whampoa Dock Co., Ld.	12,500	$ 125	all	83 % prem., buyers
STEAMBOATS.				
China and Manila S. S. Co., Ld.	5,000	$ 50	all	$55, sellers
Douglas Steamship Co., Limited	20,000	$ 50	all	$44, sellers
HK. C. and M. Steamboat Co., Ld.	80,000	$ 20	all	$27, ex div.
Indo-China S. N. Company, Limited	60,000	£ 10	all	40 % dis., sellers
Steam Launch Company, Limited	2,000	$ 50	$ 30	
China Mutual S. N. Co.	20,000	£ 10	£ 10	£8, nom.
			£ 5	£2, nom.
Do. (new issue).	20,000	£ 10	£ 1	£1, nom.
REFINERIES.				
China Sugar Company, Limited	15,000	$ 100	all	$183, sellers
Luzon Sugar Company, Limited	7,000	$ 100	all	$35, nom.
WHARVES.				
HK. & Kow. Wharf & Godown Co.	20,000	$ 50	all	$35, sales
Wanchai Warehouse and Storage Company, Limited	2,600	$ 100	$ 37½	$42, sellers
LAND AND BUILDING.				
Hongkong Land Investment and Agency Company, Limited	50,000	$ 100	$ 50	$52, buyers
Kowloon Land and Building Company,	6,000	$ 50	$ 30	$8
Humphreys' Estate & Finance Co.	1,000	$ 10	all	$14
West Point Building Co., Limited	12,500	$ 50	$ 40	$18
TRAMWAYS.				
HK. High-Level Tramways Co., Ld.	1,200	$ 100	all	$60, sellers
MINING.				
Jelebu Mining & Trading Co., Ld.	45,030	$ 5	all	$6.10, sales
Punjom Mining Co., Ld	60,000	$ 4	$ 3¾	$7.50, sales and buyers
Société Francaise des Charbonnages du Tonkin	8,000	Fcs. 500	Fs. 500	$80, sales
The Balmoral Gold M'ing Co., Ld.	15,000	$ 10	all	$1.80, sales and sellers
Raub Aust. Gold Mining Co., Ld.	200,000	£ 1	13/10	$5, sellers
Société Francise des Houilleres de Tourane	8,000	Fcs. 500	all	nom.
PLANTING, ETC.				
China-Borneo Company, Ld.	7,500	$ 100	$ 55	$1.25, buyers
H. G. Brown & Co., Limited	6,000	$ 50	all	$10, sales
HOTELS, ETC.				
Austin Arms Hotel and Building Company, Limited	4,000	$ 50	$ 50	nom.
Hongkong Hotel Company, Ld.	6,000	$ 50	all	$12
DISPENSARIES.				
A. S. Watson & Co., Limited	60,000	$ 10	all	$9¼, sales
Dakin, Cruickshank & Co., Ld.	50,000	$ 5	all	$1½
LIGHTING.				
HK. and China Gas Co., Limited	7,000	£ 10	all	$115, buyers
Hongkong Electric Co., Limited	30,000	$ 10	$ 8	$4¾
BRICK AND CEMENT.				
Green Island Cement Co., Ld.	20,000	$ 50	all	$5.50, buyers
Hongkong Brick & Cement Co., Ld.	4,000	$ 15	$12.50	$6, sales and buyers
MISCELLANEOUS.				
Campbell, Moore & Co., Limited	1,200	$ 10	all	$4, nom.
Geo. Fenwick & Co., Limited	6,000	$ 25	$ 25	$21, buyers
Hongkong Bakery Company, Ld.	600	$ 50	all	$50, sellers
Hongkong Dairy Farm Co.	3,000	$ 10	all	$7¾
Hongkong Ice Company, Limited	5,000	$ 25	all	$78, ex div., sales
H'kong Rope Manufactory Co., Ld.	3,000	$ 50	all	$100, sellers

* Founder's shares

LOANS.	Amount.	Value.	Interest.	Quotation.
Chinese Imperial 1886	Tls. 767,200	Tls. 250	7 % p. annum	13 % prem., buyers
DEBENTURES.				
Hongkong Hotel Mortgage Debentures, 1889	$ 400,000.00	$500	8 ,, prem	$500

Merchant Vessels in Hongkong Harbour.

Exclusive of late Arrivals and Departures reported to-day.

To facilitate finding the position of any vessel in the Harbour, the Anchorage is divided into eleven Sections, commencing at Green Island. Vessels near the Hongkong shore are marked *h.*, near the Kowloong shore *k.*, and those in the body of the Shipping or midway between each shore are marked *c.*, in conjunction with the figures denoting the sections.

Section.
1. From Green Island to the Gas Works.
2. From Gas Works to Jardine's Wharf.
3. From Jardine's Wharf to the Harbour Master's Office.
4. From Harbour Master's to the P. and O. Co.'s Office.
5. From P. and O. Co.'s Office to Peddar's Wharf.
6. From Peddar's Wharf to the Naval Yard.
7. From Naval Yard to Blue Buildings.
8. From Blue Buildings to East Point.
9. From Kellett's Island to North Point.
10. Kowloon Wharves.
11. Jardine's Wharf.

Vessel's Name.	Anchorage.	Captain.	Flag and Rig.	Tons.	Date of Arrival.	Consignees or Agents.	Destination.	Remarks.
Steamers.								
Activ	3 c	Hygom	Dan. str.	355	Feb. 5	Chinese	Hoihow, &c.	
Albert	3 h	Irgens	Nor. str.	451	Feb. 5	Wieler & Co.	Nagasaki	To-day
Ardgay	8 h	Thom	Brit. str.	1076	Jan. 19	Jardine, Matheson & Co.		
Avochie	3 h	Rowin	Brit. str.	1005	Feb. 4	Melchers & Co.	Hongay	
Bantam	...	Bergh	Dutch str.	1457	July 19	Lauts & Wegener	....	K'loon Dock
Benglee	5 c	Sarchet	Brit. str.	1176	Feb. 3	Gibb, Livingston & Co.		
Bisagno	5 c	Tognasso	Italian str.	1408	Feb. 2	Carlowitz & Co.	Singapore	To-morrow
Canton	3 h	Sellar	Brit. str.	1110	Feb. 3	Jardine, Matheson & Co.	Shanghai	To-day
Choysang	5 c	Bradley	Brit. str.	1194	Feb. 3	Jardine, Matheson & Co.	Shanghai	To-day
Cicero	3 h	George	Brit. str.	1030	Jan. 30	Arnhold, Karberg & Co.	Bangkok	7th inst.
Devawongse	4 c	Unsworth	Brit. str.	1057	Jan. 30	Yuen Fat Hong		
Empress of India	5 c	Marshall	Brit. str.	5904	Jan. 30	Canadian Pacific Railway Co.	Vancouver, B.C.	21st inst.
Esmeralda	5 c	Taylor	Brit. str.	968	Jan. 29	Shewan & Co.		
Fokien	5 h	Davis	Brit. str.	609	Feb. 4	Douglas Steamship Co.		
Fooksang	3 h	Wilde	Brit. str.	991	Feb. 4	Jardine, Matheson & Co.	Foochow	To-day
Freir	6 h	Strand	Dan. str.	397	Feb. 4	Arnhold, Karberg & Co.	Hoihow	To-morrow
Gaelic	5 c	Pearne	Brit. str.	3492	Feb. 4	O. & O. S. S. Co.		
Haiphong	5 h	Galetti	Fch. str.	874	Feb. 3	Messageries Maritimes		
Haitan	5 h	Goddard	Brit. str.	1183	Feb. 4	Douglas Steamship Co.	Swatow	
Hangchow	3 h	Derby	Brit. str.	999	Feb. 2	Butterfield & Swire	Shanghai	To-morrow
Hiroshima Maru	5 c	McMillan	Japan. str.	2031	Feb. 2	Mitsui Bussan Kaisha	Singapore	To-morrow
Holstein	5 c	Bruhn	Ger. str.	985	Feb. 3	Wieler & Co.		
Irene	5 c	Schüder	Ger. str.	2064	Feb. 2	Siemssen & Co.	Hamburg	To-day
Lingfield	5 c	Jameson	Brit. str.	1478	Jan. 30	Dodwell, Carlill & Co.	Manila	To-day
Mathilde	5 c	Moos	Ger. str.	600	Feb. 2	Siemssen & Co.	Touron	
Memnon	10	Branch	Brit. str.	825	Feb. 3	Butterfield & Swire	Sandakan	11th inst.
Moray	8 c	Thomson	Brit. str.	1411	Feb. 2	Dodwell, Carlill & Co.		
Nürnberg	10	Walter	Ger. str.	2007	Feb. 5	Melchers & Co.		
Peiyang	3 h	Kohler	Ger. str.	962	Feb. 5	Siemssen & Co.		
Pilot Fish	4 h	Stopani	Brit. tug.	161	......	H. K. & W. Dock Co.		
Poseidon	5 c	Fellner	A-Hun str.	2433	Feb. 5	C. Zanella	Bombay, &c.	To-morrow
Preussen	5 k	Hoegemann	Ger. str.	2977	Feb. 3	Melchers & Co.	Europe, &c.	To-morrow
Propontis	4 h	Cornelsen	Brit. str.	1549	Jan. 22	Siemssen & Co.	Hoihow, &c.	
Pyrrhus	5 c	Batt	Brit. str.	1900	Feb. 5	Butterfield & Swire	London, &c.	To-morrow
Shantung	8 c	Frampton	Brit. str.	1535	Feb. 4	Butterfield & Swire		
Sorachi	8 h	Hayashi	Japan. str.	1100	Feb. 1	Butterfield & Swire	Yokohama	To-morrow
Sungkiang	5 c	Dodd	Brit. str.	994	Jan. 27	Butterfield & Swire	Amoy & Manila	
Teheran	5 k	Cole	Brit. str.	1684	Feb. 2	P. & O. S. N. Co.	Bombay, &c.	9th inst.
Toonan	3 h	Lowe	Chi. str.	936	Feb. 4	C. M. S. N. Co.	Shanghai	To-day
Triumph	5 h	Petersen	Ger. str.	674	Jan. 26	Eduard Schellhass & Co.		
Woosung	5 k	King	Brit. str.	1019	Jan. 19	Butterfield & Swire		
Zafiro	5 c	Cobban	Brit. str.	675	Feb. 4	Shewan & Co.	Amoy	
Sailing Vessels.								
Afghanistan	3 k	Craigie	Br. 4-m. sc.	2220	Feb. 2	David Sassoon, Sons & Co.		
Altair	5 k	Matthews	Brit. bqe.	399	Jan. 22	Wieler & Co.		
Andelana	8 c	Richards	Brit. sh.	2395	Jan. 7	Order		
Basuto	5 k	Eggers	Ger. bqe.	348	Oct. 14	Order		
Clara Jackson	6 c	Butchart	Brit. sch.	32	Dec. 4	Gibb, Livingston & Co.		
Coloma	3 c	Noyes	Amer. bqe.	815	Jan. 25	Chinese		
Elizabeth Ahrens	8 h	Alve	Ger. bqe.	400	Oct. 5	Master		
Fernando	5 k	Pettersen	Norw. bqe.	347	Jan. 22	Ban Moh Hong		
Gerard C. Tobey	2 k	Stanley	Am. bqe.	1390	Jan. 22	Order		
Gomur	3 c	Blow	Span. brig	70	Jan. 26	Master		
Imacos	5 k	Olsen	Norw. bqe.	577	Jan. 16	Master		
Kenilworth	3 c	Baker	Am 4-m. sh.	2178	Jan. 26	Shewan & Co.		
Kitty	5 c	Wilson	Brit. bqe.	803	Dec. 1	Master		
Lothair	...	Cafranga	Italian bqe.	794	Nov. 30	D. Musso	....	K'loon Dock
Macmillan	8 c	Guthrie	Brit. sh.	1450	Dec. 5	Government		
Mount Washington	8 h	Roso	Amer. bqe.	1162	Jan. 6	Order		
Nam Shun Sing	9 c	Lok Li Tong	Chi. 3-m. sc.	368	Aug. 3	Yong Kee & Co.		
Otago	2 c	Dasborough	Brit. bqe.	346	Jan. 23	Shewan & Co.		
Wm. Le Lacheur	3 k	Thyala	Brit. bqe.	573	Jan. 15	Gibb, Livingston & Co.		

Her Britannic Majesty's Ships on the China Station.

Name.	Rig.	Tons.	Guns.	I.H.P.	Captain.	Where at.
Alacrity	despatch-vessel	1700	4	3180	Captain George A. Callaghan	Hongkong
Archer	cruiser 3rd class	1770	6	—	Comd. Scott Rogers	Shanghai
Caroline	cruiser 3rd class	1400	14	1440	Captain Ch. J. Norcock	Shanghai
Daphne	cruiser	1140	—	—	Commander MacArthur	Shanghai
Egeria	surveying ship	740	—	—	Commander A. M. Field	Singapore
Esk	g-bt. 3rd class coast defence	363	3	340	Lt.-Com. Ravenhill	Shanghai
Firebrand	gunboat 2nd class	455	4	460	Lieut.-Com. L. G. Tufnell	Shanghai
Himalaya	troopship	2078	—	—	Capt. Edward Chichester	Hongkong
Impérieuse*	twinscrew battle ship	8400	10	10000	Captain J. M. McQuhae	Hongkong
Leander	cruiser 2nd class	4300	10	5500	Captain Castle	Hongkong
Linnet	gun-vessel 2nd class	756	5	1058	Commander Bearcroft	Bangkok
Mercury	cruiser 2nd class	3730	13	7290	Capt. Wilmot H. Fawkes	Hongkong
Pallas	cruiser	2575	20	7500	Captain Angus MacLeod	Hongkong
Peacock	gunboat 1st class	750	6	1200	Lieut.-Commander Laxton	Singapore
Pigmy	gunboat 1st class	755	6	1200	Lieut.-Com. Phillips	Hongkong
Plover	gunboat 1st class	755	6	1200	Hon. Lt.-Com. F. O. B. Addington	Shanghai
Porpoise	cruiser 3rd class	1770	6	3500	Captain Burr	Hongkong
Rattler	gunboat 1st class	715	6	1200	Lieut.-Com. Hugh Cotesworth	Hongkong
Redpole	gunboat 1st class	805	6	1200	Lieut.-Com. C. G. May	Canton
Severn	cruiser 2nd class	4050	12	6000	Captain Henderson	Singapore
Swift	gun-vessel 2nd class	756	5	1010	Commander Kirby	Hongkong
Tweed	g-bt. 3rd class coast defence	363	3	340		Hongkong
Victor Emanuel	receiving ship	5157	14	—	Commodore Boyes	Hongkong
Wivern	coast defenceship, armoured	2750	4	1450		Hongkong

Torpedo Boats in Reserve Nos. 8, 20, 35, 36, 37 and 38, first class; and 3 second class boats.

* Flagship of Vice-Admiral the Hon. E. Fremantle, K.C.B., C.M.G.

☞ H. B. M. Ships' tonnage, displacements and effective horse powers are given according to H. M. Navy list.

Foreign Men-of-war on the China and Japan Station.

Name.	Flag and Rig.	Tons.	Guns.	H.P.	Captain.	Where at.
Admiral Korniloff	Russian cruiser	5000	—	—	Captain Eltchaninoff	Nagasaki
Africa	Portuguese troopship	—	—	—	Captain Vianno	Macao
Aleout	Russian gunboat	800	—	—	Captain Parenego	Nagasaki
Alert	U. S. corvette	1020	8	—	Captain Durand	Shanghai
Aspic	French gunboat	470	4	450	Commander Journet	Kiukiang
Baltimore	U. S. cruiser	4600	—	—	Captain W. R. Bridgman	Yokohama
Bengo	Portuguese gunboat	462	—	—	Captain J. J. Moreira	Macao
Comète	French gunboat	500	—	—	Capt. Dartige du Fournet	Yokohama
Concord	American cruiser	1700	—	—	Captain Goodrich	Shanghai
Diu	Portuguese gunboat	706	—	—	Captain Gomes	Hongkong
Forfait	French cruiser	2200	—	—	Captain Recloux	Yokohama
Iltis	German gunboat	489	4	330	Captain Baudissin	Shanghai
Inconstant	French gunboat	800	—	—	Capt. Granier	Shanghai
Kaiserin Elizabeth	Austrian cruiser	4500	—	—	Captain A. R. v. Becker	Singapore
Koreyetz	Russian man-of-war	1200	—	—	Captain Ph. Filissoff	Vladivostock
Lancaster	U. S. cruiser	2120	—	—	Capt. McCormack	Yokohama
Lion	French gunboat	460	—	—	Lieutenant Papaix	Yokohama
Lutin	French gunboat	485	4	425	Captain Nény	Bangkok
Marion	U. S. corvette	1900	7	1170	Commander Gridley	Yokohama
Mandjour	Russian cruiser	1700	—	—	Captain V. Brandt	Hankow
Monocacy	U. S. sloop	1370	6	1470	Lieut.-Com. Empy	Shanghai
Pamiat Azova	Russian cruiser	6500	—	—	Captain Bauer	Amoy
Petrel	U. S. gunboat	884	—	—	Lt.-Com. J. H. Deighton	On a cruise
Pluvier	French gunboat	540	—	420	Lieut.-Commander Lapied	Haiphong
Reina Cristina	Spanish cruiser	3000	—	—	Captain Valera	Manila
Triomphante	French cruiser	4500	—	—	Capt. Borel de Brétizel	Saigon
Ulloa	Spanish cruiser	1130	5	1600	Captain Diaz	Shanghai
Velasco	Spanish gunboat	1000	—	—	Captain Fernandez	K'loon Dock
Villars	French cruiser	2400	15	550	Captain Thounens	Shanghai
Vipère	French gunboat	480	4	425	Commander Constolla	Saigon
Vitiaz	Russian cruiser	2560	—	—	Captain Zarine	Nagasaki
Wolf	German gunboat	384	6	340	Captain Kratschmann	Swatow
Zabiaka	Russian cruiser	500	—	—	Captain Domojirow	Haiphong

SHIPPING IN CHINA, JAPAN, PHILIPPINES & SIAM WATERS.

WHAMPOA.

Vessel's Name.	Flag & Rig.	Destination.
Hsinfung	Chi. str.	
Ningpo	Ger. str.	
Peiyang	Ger. str.	
Yiksang	Brit. str.	
Yung Ping	Chi. str.	

AMOY.

In port on January 23, 1894.

MERCHANT STEAMERS.		
Flintshire	British	
Namoa	British	
Wuchang	British	
MERCHANT SAILING VESSEL.		
Anna Bertha	Brit.	bqe.
Bylgia	Ger.	bqe.
Kristina Nilsson	Ger.	brig
Satsuma	Brit.	bqe.
Sea Swallow	Br. 3m.	sch.
Sylphiden	Norw.	sch.
Walter Siegfried	Brit.	bqe.

FOOCHOW.

In port on January 25, 1894.

MERCHANT STEAMERS.		
Hailoong	British	
Kowshing	British	
MERCHANTS SAILING VESSELS.		
Rodbertus	Ger.	bqe.

SHANGHAI.

In port on January 26, 1894.

MERCHANT STEAMERS.			
Cass	Chinese		
Chintung	British		Hankow &c.
Chuyetsu Maru	Japanese		
Ella	British		
Feiching	British		
Flintshire	British		
Fuhwo	British		
Fuping	Chinese		
Glenorchy	British		
H. W. Jarlsberg	Norwegian		
Hsean	Chinese		
Haechang	Chinese		
Hainyu	Chinese		
Kiangkwan	Chinese		
Kiangtung	Chinese		
Kiangyung	Chinese		
Kungwo	British		
Kobe Maru	Japanese		
Kwang Chi	Chinese		
Kwang Lee	Chinese		
Liensbing	British		
Malwa	British		
Melbourne	French		
Ningpo	German		
Peiping	Chinese		
Paochi	Chinese		
Preussen	German		
Romney	British		
Saikio Maru	Japanese		
Store Nordiske	Danish		
Taku	British		
Thames	British		
W. C. de Vries	British		
Whaon	British		
Yungping	Chinese		
MERCHANT SAILING VESSELS.			
Anglo Indian	Brit.	bqe.	
Cape City	Brit.	sch.	
Contest	Brit.	bqe.	
Governor Robie	Amer.	sh.	
Granite State	Amer.	sh.	
Lucia	Brit.	bqe.	
Naneimo	Brit.	bqe.	
Orient	Ger.	bqe.	
Rewa	Brit.	bqe.	
Shanghai	Br.	lighter	
Sin Kolga	Brit.	bqe.	

NAGASAKI.

In Port on January 24, 1894.

MERCHANT SAILING VESSELS.		
Kosaki Maru	Japan.	barg

YOKOHAMA.

In port on January 21, 1894.

Adolphe Harbee	Dan.	bqe.
Arctic	Brit.	sch.
Aurora	Brit.	bqe.
Chas. E. Moody	Amer.	sh.
Diana	Amer.	sch.
Esmeralda	Brit.	sch.
Maud S.	Brit.	sch.
Rezriver	Amer.	sch.
Saipan	Amer.	sch.
St. David	Am.	sh.

HIOGO.

In port on January 23, 1894.

Auguste	Ger.	sh.
Euphemia	Brit.	sh.

MANILA.

In Port on January 8, 1894.

MERCHANT STEAMERS AND SAILING VESSELS.			
Cambrian Queen	Brit.	sh.	Liverpool
Esmeralda	Brit.	str.	Hongkong
Malabar	Brit.	str.	discharging
N. S. de Loreto	Span.	str.	Singapore
Strathesk	Brit.	str.	United K'dom
Sungkiang	Brit.	str.	Hongkong

CEBU.

John D. Brewer	Amer.	bqe.	Atlantic, U.S.

ILOILO.

Chusan	Ger.	str.	Hongkong
Wildwood	Brit.	sh.	D'ware B'water

BANGKOK.

In port on January 17, 1894.

MERCHANT SAILING VESSELS.		
Aurora	Brit.	bqe.
Graf Nordfolk	Siam.	brig

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